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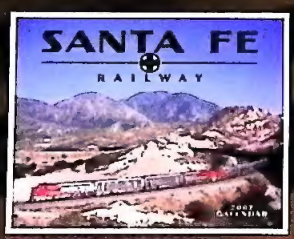

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Editor's Page

Chasing the disappearing past

So much of railroading's appeal at any given time is rooted in the pursuit of that which is disappearing. In each era, it seems, one significant or symbolic aspect of the industry slips away, and, in so doing, becomes a *cause celebre* for enthusiasts.

This tendency to treasure the last vestiges of the past has been with us a long time, but it really took hold in our field some 50 years ago, during the greatest transition of all: the switch from steam to diesel. In the 1960's, the endangered-species status of the passenger train commanded attention. As Steve Glischinski's article on pages 22-31 reminds us, the decade after 1970 was the last good one for Electro-Motive's F units. In the 1980's, we focused on the rear of the train as the caboose rolled into history. Interlocking towers and semaphore signals gained prominence as their numbers dwindled in the 1990's. Today, the SD40 and SD40-2—once so commonplace as to barely rate notice—are followed by admirers.

And then there are the losses that have transcended decades: mergers have claimed so many beloved railroads, minority diesel makes and models have nearly vanished, and depots continue to succumb to neglect and demolition.

Like any entity, railroading has had to change to survive, and although we miss the 2-8-4's and limiteds and friendly waves from cupolas, we'll take the current state of affairs over the alternative: an industry that died because it didn't modernize. Still, one can't help looking back, and that's where CLASSIC TRAINS comes in. Whatever it is you miss about railroading, chances are you'll find it in these pages.

Robert S. McGonigal

Steve Glischinski

Late in life, C&NW F units work train 161 upgrade 2 miles north of Nerstrand, Minn., on a now-abandoned Chicago Great Western line in November 1977.

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THE GOLDEN YEARS OF RAILROADING

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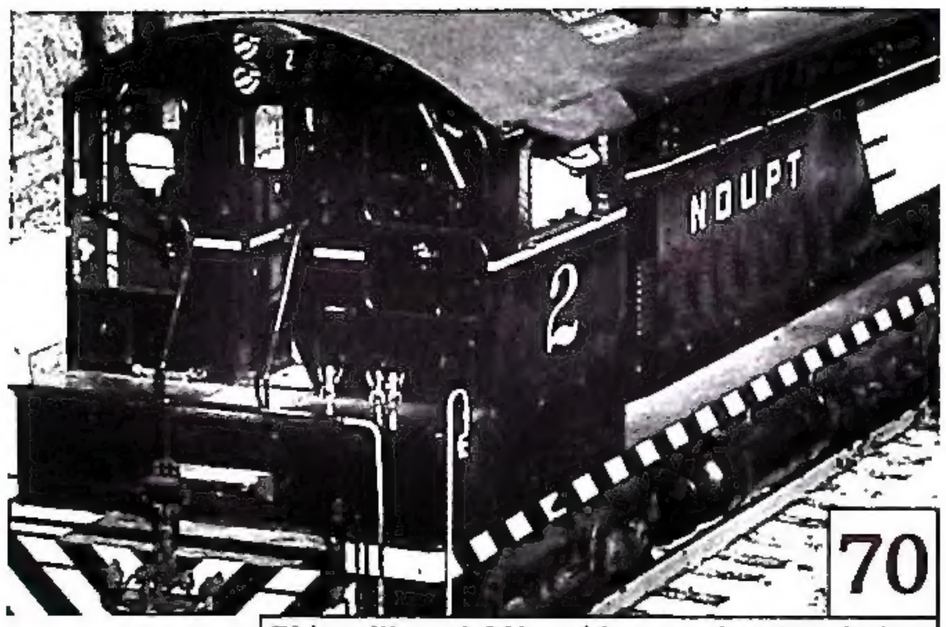

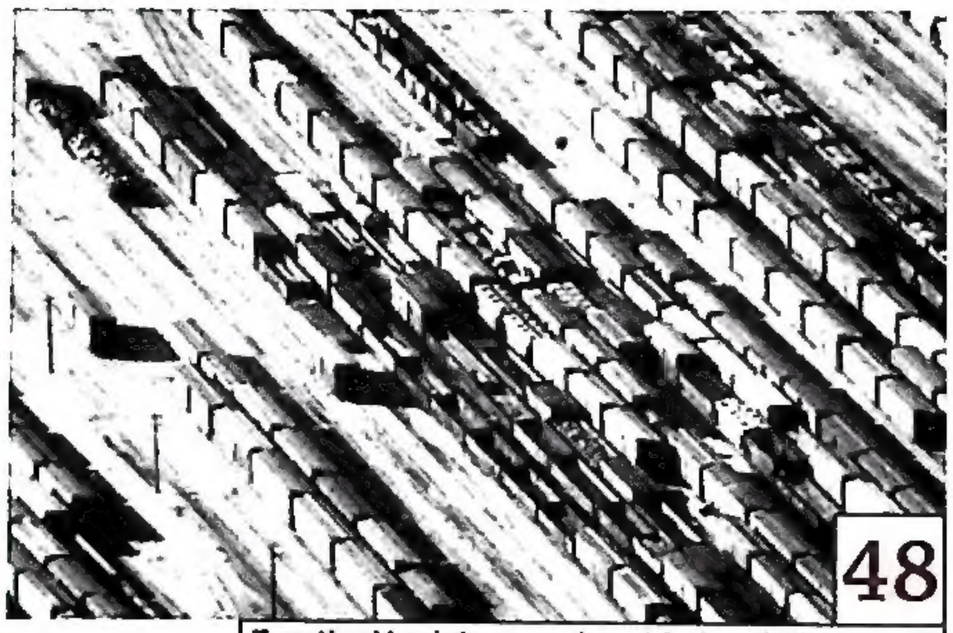

On the cover: F units lead Chicago & North Western's Montgomery (Minn.) Turn north on the old M&StL on January 13, 1979. In the late 1970's, it was easy to find out where F units ran on C&NW, Milwaukee, Soo, and BN (see page 22). Steve Glischinski photo.

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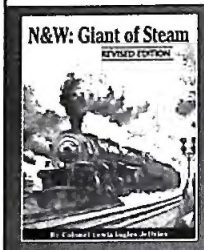

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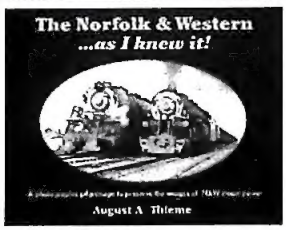

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Contributors

Les Clark ["Ya Gotta Get Coal Experience," pages 34-37] is a former instructor for General Motors' Product Service Division; he retired in 1991. He attended Idaho State College and was a UP fireman 1953-65. He lives in Georgetown, Texas, with his wife of 27 years. This is his fourth CLASSIC TRAINS byline.

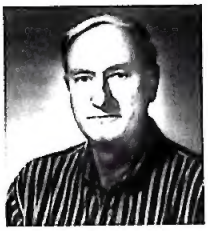
Tom Dill ["Bob Searle: Born to Railroading," pages 38-47] has been fascinated by trains for as long as he can remember. In 1967, he hired out in engine service on SP's Coast Division. He moved to the Oregon Division in 1970, was promoted to engineer in '74, and has worked, for SP and Union Pacific, on virtually every mile of SP track in Oregon. He has authored or coauthored several books, mostly about SP's Oregon lines, but this is his first article in CLASSIC TRAINS.

Steve Glischinski ["Tracking Midwestern F Units in the 1970's," pages 22-31, and "Jewel of a Museum Piece," pages 32-33], a St. Paul native and graduate of the University of Minnesota-Duluth, began taking train pictures at age 13 in 1970. His photos have appeared in many books and magazines, and he's had dozens of articles published, mainly in TRAINS, for

which he serves as a correspondent and as News Wire editor for TRAINS.COM. He's authored five books, including ones on Wisconsin Central, Santa Fe, and Burlington Northern. His most recent book, *Midwest Regional Railroads* (MBI Publishing), is due out in March 2007. A free-lance writer, Steve lives in suburban St. Paul with his wife, Lori, and son, Andy. His two articles in this issue give him a total of five CT bylines.

J. Parker Lamb ["Texas & Pacific: A Lone Star Symbol," pages 16-19] retired from the University of Texas at Austin

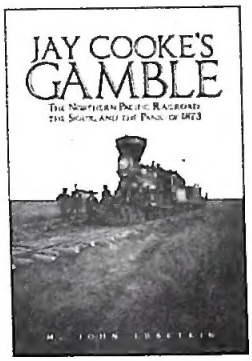
in 2001 after a 40-year academic career in mechanical engineering. His first published photo was in August 1954 TRAINS, and since then he has authored or contributed to numerous books, magazine articles, and historical society publications. He received the Railway & Locomotive Historical Society's photography award in 1991. This issue's T&P article is Parker's third byline in CLASSIC TRAINS; he also had an article in STEAM GLORY, our Special Edition No. 2 published in 2004. Parker was the subject of a "Great Photographers" piece in our Winter 2000 issue.



Charles K. "Ken" Marsh Jr. ["Crescent City Nirvana," pages 70-75] got early exposure to trains at age 2 when his father, entertaining him by pacing a Florida East Coast passenger train, received a speeding ticket. Ken's first train ride was in 1941, on a Georgia Railroad mixed. Some 65 years later, after operating experience with the L&N, the U.S. Army at Ft. Eustis, Va.; a military railroad in France; and management of an industrial railroad in Longview, Texas, he still finds railroads fascinating. A graduate of the University of Tennessee at Knoxville, he has been active recently in transportation planning for the state of Tennessee. He serves as an alderman in his hometown of Kingsport, Tenn., where he lives with his wife, Patsy, and where they run a used-railroad-book business. This is his fourth CLASSIC TRAINS byline.

William D. Middleton ["Putting Locomotives to the Test," pages 56-59] has written some 500 articles and 15 books on railroading since the late 1940's. This is his sixth byline in a CLASSIC TRAINS publication.

Gil Reid ["Indiana Train-Ride Trilogy," pages 68-69] retired from Kalmbach Publishing Co.'s art department in 1978. Before and since that date, he's been one of the top railroad watercolor artists. Gil's work has illustrated several CLASSIC TRAINS articles.



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Burlington Route Steam - 16mm color films include the famous excursion engines 5632 (4-8-4), and 4960 (2-8-2), plus Hudson # 3003. Also we see regular service operations with 4-6-0 919 on a mixed train from Cheyenne. Colorado & Southern regular switching operations in Trinidad and Denver, plus Cheyenne. Fantrips with 2-10-2 #902, 2-8-0 #647, and 2-8-0 number 638, including the last runs. Great Western 90 is seen in action. A wealth of steam which closes out an era of Burlington Route Steam. Approx 75 minutes $29.95 (M&N)

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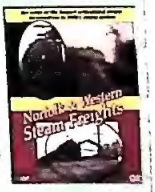

Norfolk and Western Steam Freights: 8mm movies by Warren Scholl showing 1954-1960 freight action, mostly in the Cincinnati area, but also last days at Williamson, and more. Big Class A, and Y 2-8-8-2's, 4-8-2's, and switchers. Approx 60 minutes $29.95 (M&N)

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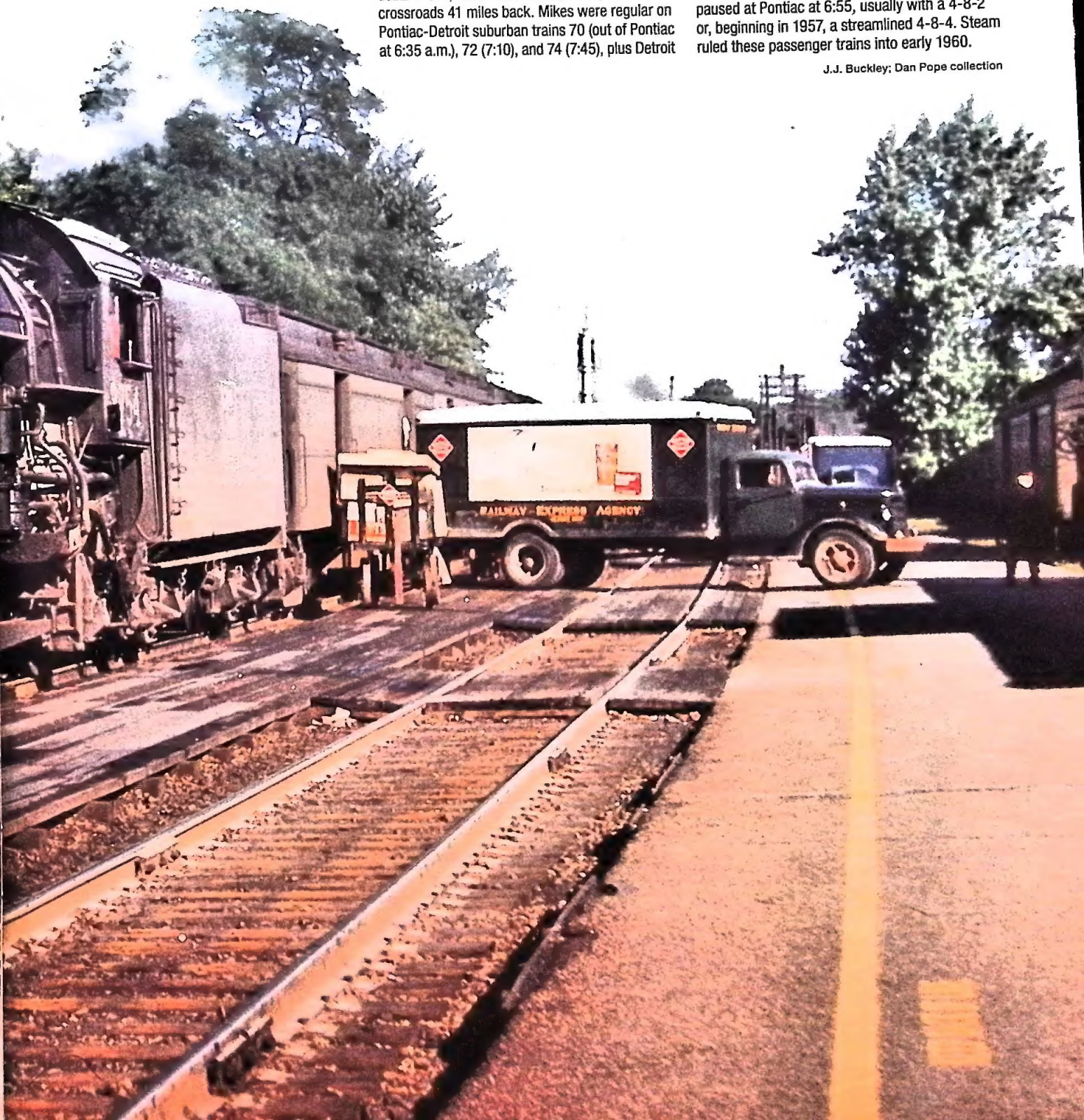
Pinch-hitter in Pontiac

Shiny front, dusty rear on Grand Trunk Western 2-8-2 3754 tells the story at Pontiac, Mich., about 8:30 a.m. on Friday, August 10, 1956, as the class S-3-c Mikado stands with Durand-Detroit local 54, unloading express. The 1924 Alco has been abruptly called from the attentions of the engine wiper to stand in for the usual 4-6-2, either here or at Durand, the GTW crossroads 41 miles back. Mikes were regular on Pontiac-Detroit suburban trains 70 (out of Pontiac at 6:35 a.m.), 72 (7:10), and 74 (7:45), plus Detroit Division local freights. In freight service, those sooty white metal flags by the headlight would be displayed up by the class lamps. Train 54 also served as a fourth commuter run, with coaches sometimes added at Pontiac. Its schedule allowed Muskegon-Detroit No. 22 to fly from Durand with the connecting Chicago-Detroit sleeper off train 6 and the through Grand Rapids mail. Train 22 paused at Pontiac at 6:55, usually with a 4-8-2 or, beginning in 1957, a streamlined 4-8-4. Steam ruled these passenger trains into early 1960.

J.J. Buckley; Dan Pope collection



Mail by rail

The railroad mail story needed to be told in a periodical, and your comprehensive coverage in Fall 2006 CLASSIC TRAINS was nicely done. The writers pointed out that this complex subject is not fully understood by many (even in the railroad industry) and has usually been taken for granted.

When I was a management trainee for New York Central in 1965, executives had a grandiose plan to check into procedures at mail facilities on the railroad because, presumably, the Post Office Department was increasingly unhappy with mail delivery. The plan was scrapped when management sensed there might be "friction" between the unions and us "snot-nosed college guys." A trainmaster once told me there are two areas you don't mess with on the railroad: the wreckmaster at a derailment and the mail handlers. Both groups are fully aware of the complexity and urgency of their tasks.

Theodore Shrady, Chicago, Ill.

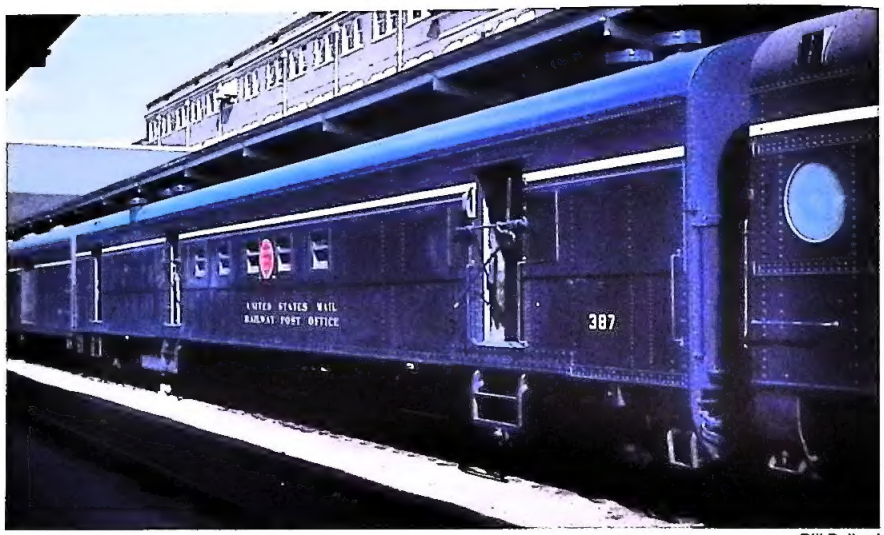
Your best issue yet explains an RPO ritual I observed during 1964. Frequently I worked the midnight trick at Ash Street Tower, about 15 minutes out of Chicago's Dearborn Station. Santa Fe had a westbound mail train that departed Chicago just after midnight; its eastbound counterpart was due into Chicago about 3:30 a.m. From the tower, I could see into the RPO. Westbound, the clerks were always frantically sorting mail, but eastbound, they'd be sitting on crates, playing cards. In retrospect, this is consistent with the description of life aboard a Railway Post Office: work like crazy from the get-go and throughout the trip, and maybe have a bit of time to relax at the end of the run.

Until I read the issue, I did not know RPO clerks carried guns. No doubt that helped keep the card games friendly.

Richard R. Gill, Chicago, Ill.

In 1948, my wife and I were living in Lawrence, Kans. Her mother lived in Denver, and in early evening a Union Pacific passenger train en route Denver stopped in Lawrence. We would drop a letter in the mail slot on the side of the RPO car, and it would be delivered to her mother the following day. It is common now for an ordinary letter to take two or three days to reach a destination to which you can fly in two or three hours, but it doesn't seem practical to place mail slots on the sides of planes.

Laird Campbell, Denver, Colo.



Bill Pollard

This photo of what is believed to be the last RPO to enter service—T&P 387—on MoPac train 8 at Little Rock, Ark., in July 1966, shows how the windows from its original sleeper-lounge configuration were plated over rather than individually filled in with steel inserts.

CLASSIC TRAINS gets the prize for catapulting specialization to the ultimate level, in an entire issue virtually devoid of content except about sending mail by rail. Granted that a sizable article on mail trains and personnel could be well worth publication, but a whole issue on the mail?

David J. Bell, San Francisco, Calif.

Will the real last RPO please stand?

The sidebar "Rail Mail's Two Titans" [page 53] contains a minor historical inaccuracy: the pictured Pennsylvania 6599 was not the last RPO to enter service. In May 1966, Missouri Pacific's Sedalia (Mo.) shops converted Texas & Pacific 5-bedroom-lounge car *Eagle Ridge* into RPO car T&P 387, beating PRR 6599 by a couple of years. The car saw little more than a year of service before MoPac RPO routes were discontinued, at which time the car was relegated to storage mail service. The *Official Register of Passenger Train Equipment* in 1966 and 1967 showed 387 as a "storage mail" type rather than "baggage mail," but photos I shot in July 1966 (above—when I was age 14) clearly show it had RPO fittings and lettering. The car was gone from the *Register* by the March 1970 edition, and I do not know whether it was scrapped or converted to work equipment.

Bill Pollard, Conway, Ark.

Life on the RPO's, and afterward

In his fine "The Few, the Proud" [pages 31-41], Peter A. Hansen says that when the RPO's ended and the RMS clerks were reassigned to inside work, the other clerks sometimes resented them "apparently because they worked too fast." There was another reason: seniority. It was the basis for bidding on preferred assignments and vacation sign-up, and when clerks transferred to another post office, they went to the bottom of its seniority ladder.

But when the RPO guys came off the road, they were given seniority at their new location commensurate with their years of service and just a bit higher than the clerks already working there. As you can imagine, being outbid for a job or vacation time by a "new" employee did not go over well. I hired on as a clerk with the Post Office Department in 1968 at the main postal facility in Portland, just as this area's RPO's were ending, so as a relatively new employee

this didn't affect me much, and I enjoyed talking with these guys and hearing their stories about working on the road.

Jack Rubeck, Portland Ore.

In the mid-1950's when I was about 13, I used to ride the Santa Fe's mail train from Gallup, N.Mex., to Albuquerque. I don't think its running time was any faster than the named trains on the route, but the mail train was more fun to ride. The combination car on the rear would take paying passengers on a space-available basis. The ride could get rough at times—I remember getting tossed onto the floor at least once, almost as if the engineer was trying to play "Crack the Whip" with the last car.

Bill Bickel, Phoenix, Ariz.

As a participant on the all-volunteer, 11-mile Midland Railway where the pictured Kansas City Southern RPO 30 is kept, I've long wanted to know more about the Railway Mail Service and life for the clerks. Thanks to Pete Hansen and CLASSIC TRAINS for featuring us. On occasional specials and Rail Fest weekend, when car 30 runs, you can meet some of the men in the story and buy cards and envelopes on board.

Daniel A. Dawson, Springfield, Mo.

She's a Postmaster

I commend the dedication of Ina Adkins ["Mrs. Adkins Meets No. 51," pages 42-47], and her 15 years service in Caliente, Calif., but be the person male or female, the correct title is Postmaster; we had no "postmistresses." I retired from the U.S. Postal Service as Postmaster at Guildhall, Vt.

Gordon W. Hipko, Plattsburgh, N.Y.

Running wild

As a former train dispatcher, I caught a phrase quoted on page 24 in David P. Morgan's article, "Fast Mail." The "message" to "Run wild Hannibal to St. Joseph, regardless of all trains," given to an 1860 train was probably a train order, not just a message. I have a copy of an 1890's train order, issued on the Plant System in Florida, directing an engine to "run wild" between two points, which seems to indicate that the wording was common and widespread.

A more modern version would have read, "Eng 1 run extra Hannibal to St. Joseph and has right over all trains." Either version would require that all trains, in both directions, including first-class passenger trains, clear the main track immediately and remain in the clear until the extra train passed.

Warren McFarland
Winter Springs, Fla.

Night plans, night ride

The concept for the ride on Burlington's "Fast Mail" train 29 related by Dave Ingles in "Second Section" [page 111] originated with, as he recalled, the Railroad Club of Chicago. One night late in 1961, our trip committee was sitting around Dave Wire's kitchen table, and one of us suggested a ride on the *Fast Mail*; I, for one, thought it would be interesting to see an RPO in action. Soon the trip was on. Wire called Charlie Able, the Q's passenger man, and we arranged to have a *California Zephyr* dome coach go out on No. 29.

We returned, though, not on train 30 but on hot piggyback train 14! I recall sitting up in the cupola of the waycar, with its stinking, smoky stove (this was the dead of winter), when both the *Denver Zephyr* and *California Zephyr* passed us in the night in the opposite direction. What a memorable sight their illuminated observation cars made, glowing on the snow-covered landscape in the wee hours. By the time we reached Creston or Ottumwa, I decided I'd seen enough, and I left the waycar for the comfort of the leg-rest dome coach.

James A. Neubauer, Chicago, Ill.

¶ What I remember going east was, sometime during the night, overtaking a freight with Rio Grande FT diesels as power, working their way to La Grange for trade-in to EMD, so Dick Wallin and I hung around Galesburg after detraining from 14's special stop at the depot to photograph it . . . and I badly overexposed my slides!—J.D.I.

RPO's under wires

Trolley interurbans were given only slight mention ["RPO Rainbow," pages 48-49] in your well-done issue. Both Pacific Electric and Texas Electric operated interurban RPO's in the late 1940's.

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Fast Mail

Jack Whitmeyer

Pacific Electric 1406, now preserved, leaves the San Bernardino station on December 20, 1947.

PE had three 1913 steel RPO-baggage cars, acquired in 1929 from Oregon's Portland, Eugene & Eastern. The last such route in the U.S. was PE's San Bernardino & Los Angeles RPO, which served 19 communities with one daily-except-Sunday round trip, from September 2, 1947, until May 5, 1950. The same car that inaugurated it, 1406, also made the last run; today it is at the Orange Empire Railway Museum at Perris, Calif., awaiting restoration.

Jack Whitmeyer
Redondo Beach, Calif.

Those Twin Ports RPO's

Your Fall edition was a great tribute to the partnership among the railroads, train crews, Post Office Department, and the RMS clerks who worked on the trains. You did a beautiful job on the two stories I wrote ["Night Train Stowaway," pages 66-69, and "Boston-Seattle for 3 Cents," pages 70-72]. Bill Middleton's photos of the C&NW E6 and the DW&P Budd car [pages 66 and 68] at Duluth were a nice surprise, since for a short time (three months after the Duluth & Altoona RPO was discontinued in 1959) my dad worked on the Warroad & Duluth RPO on that very RDC.

Don Hofsommer's "Racing into History" [pages 58-65], on GN's *Gopher* and *Badger* RPO's in 1968, was also a nice surprise, because my dad was the foreman/clerk in charge on those cars during 1960-61, as senior mail clerks kept bumping each other to stay on the trains while the others were being transferred off the rails.

David Thompson, Rosemount, Minn.

What Mr. Hofsommer doesn't mention in his fine "Racing into History" is that the "Brook Park" RPO on the Great Northern was among the last, and possibly *the* last, RPO route on a secondary piece of railroad, since so many of the RPO's bit the dust in 1967. In early 1971 on the eve of Amtrak, there were, if I recall correctly, only about eight RPO runs left: four in the East on Penn Central and four on Burlington Northern lines west of Minneapolis-St. Paul. After learning, in TRAINS, that so few still ran, I made an effort to send self-addressed, stamped envelopes to each RPO to get the postmarks.

Otto P. Dobnick, Waukesha, Wis.

Thoughts on the last run

Editor Robert S. McGonigal's comments on the "Editor's Page" [page 3], "Final Night for the Fast Mail," brought back mixed memories. My father, John, spent 35 years as a New York-Pittsburgh RPO clerk. I had learned to read by helping my father practice at home, as pictured on page 7. As that "final night" approached, my father had long since retired and passed away. I was 42 and thought about going to New York after work and trying to talk my way onto the last RPO out of Penn Station—it would

have been fitting to have a "J. Crosson" on board the last trip. But practical thoughts overcame that impulse. I missed the opportunity and settled for the newspaper story the next day. Sometimes I still wish I had done it.

Jerome Crosson, Marlton, N.J.

Running with the mail

Around 1950, I would spend summers with my cousin at our grandmother's house in Chula, Va., about a block from Southern Railway's Danville-Richmond-West Point line. The local post office was across the street and down toward the station. I remember as if it were yesterday the post office man running down the street with a pouch in order to make the train. Quite often, we would run with him. It was great fun and remains one of my favorite childhood memories.

Tommie Turner, Lawrenceville, Ga.

IC resonates in Reevesville

I was delighted to see, on pages 82-83 in "Photo Section," two long-lost friends from my boyhood, Illinois Central engines 719 and 3715. My grandfather, Harry Nave, was IC's first-trick agent-operator at Reevesville from 1914 to 1954, and I spent much of my growing-up years at the depot and around that coal chute, learning telegraphy and about train orders, and sitting in the cab of 719 and her sister engines 733, 764, and 792. In Monty Powell's photo, the 719 is undoubtedly powering train 741, the Golconda District branch-line local to the fluorispar mines at Rosiclare. Engine 3715 is most probably on the head end of train 346, the Paducah (Ky.)-Carbondale (Ill.) local freight which kept the train number of the "St. Louis Mixed," which had been the last passenger-carrying train to serve Reevesville.

Stephen Brannon, Sonoma, Calif.

I was with those crazy college kids

Yes, Edward J. Prendergast was right in entitling his piece [pages 96-97 in "The Way it Was"] "It Was a Dark and Stormy Night." I should know, because I was there—I was the tower operator, and I well remember that night! The office was called Western Avenue Tower and it controlled two adjacent interlockings, Western Avenue Junction and 14th

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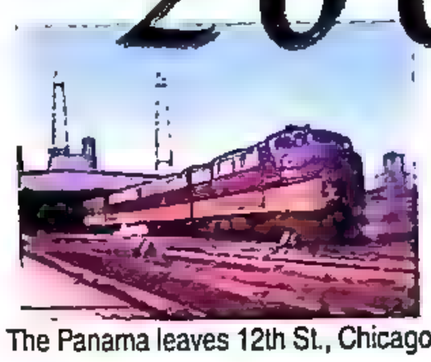
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Fast Mail

Street Junction. I worked third trick there for 15 years.

When Ed took those pictures, I had recently gone to work full time for B&OCT after leaving college where we were students. I never got back to college, but I spent 35 years on the railroad, retiring in 1992 as Supervisor of Communications on CSX. The locomotive, tower, and the yard where the train originated are all long gone. Ed stayed in school and graduated with a degree in Fire Protection Engineering and spent many years in the Chicago Fire Department. He and I stayed in touch for a long time, until several years ago. I still have a print of the picture on page 96 that Ed gave me back in 1958.

Frank Carraro, Seneca, Ill.

I too was 19 in 1958, but I must point out that Mr. Prendergast could not have been using ISO-25 Kodachrome then, because Kodak did not introduce that "fast" film until 1961. If he was using Kodachrome, it was the old ISO-10 film, and his two shots are especially nice, considering the slowness of the film and the conditions he was working in.

Tom Wilson, Fort Wayne, Ind.

When Khruschchev came to California

I recall that day when Soviet Premier Nikita Khruschchev rode the Southern Pacific in 1959, pictured in "A Classic Year" [page 94]. I regularly observed SP's Taylor Yard in Los Angeles, from the early '50's as a child through the late '70's as an adult, from my parents' home on a nearby hill. I was aware that Khruschchev was to be on the train that morning, but I was still surprised to see it fly through the yard at a speed I'd never seen before or since. I considered that unusually high speed as a likely combination of security concerns and a demonstration of power.

Charles Higgins
Marina del Rey, Calif.

¶ A news story in December 1959 TRAINS indicates the Premier rode a special second section of train 99, the Coast Daylight, *which consisted of an E9A-E7B-E7B-E9A diesel set, all in SP's new scarlet and gray, and a 17-car consist of four coaches, a dome-lounge, a tavern, a grill car for press, two more coaches, a triple-unit diner (split for reporters and VIP's), plus, in the Kruschchev-VIP private section, a 12-bedroom sleeper, a parlor car, a dome-lounge, another parlor, and a parlor-lounge-observation. For security reasons, the special terminated in Bayshore Yard south of San Francisco, where the photo was taken.—J.D.I.*

Southern's FM motor trains

The photos of Southern's motor trains on pages 86-87 in "Photo Section" were interesting. I grew up in Columbus, Ga., and one day in the 1950's I was stopped at a crossing and a train such as was pictured came by. I'd never seen one like it and always wondered what it was.

Ron Carter, Melbourne, Fla.

¶ More information on Southern's Fairbanks-Morse/St. Louis Car motor trains can be found in Bill Schafer's story, "Southern's Tortuous Decision to Streamline," in our 2005 special edition STREAMLINER PIONEERS, back issues of which are still available from our Customer Sales & Service Dept. at www.kalmbach.com.—R.S.M.

From Dayton to Duluth

The fireless 0-4-0 *Dayton*, pictured with Harry V. Noble's "Canned Steam at 'the Cash'" [page 98 in "The Way It Was"], now is in the collection of the Southeastern Railway Museum at Duluth, Ga., east of Atlanta, where it awaits a sponsor for cosmetic restoration.

James C. O'Hara
Duluth, Ga.

O&W Mogul metamorphosis

Concerning two of the pictures in my "O&W: Endearing and Quaint, but Doomed" [pages 16-19, "Fallen Flags Remembered"], engines 33 and 244 were originally Moguls, but both had been rebuilt into Ten-Wheelers by the time the pictures were taken, so the captions should have noted them as 4-6-0's. Also, New York had been O&W's headquarters early on, but cost-trimming forced a move to Middletown.

I was excited to see all the "Mail by Rail" coverage. I worked for the Post Office for 31 years, and a lot of the guys I worked with early-on were RMS men who shared a lot of stories and laughs.

John Taibi, Munnsville, N.Y.

Let's do a 180 at Roselle Park

Regarding the fine I. W. King photo on pages 78-79 in "Photo Section," of the Lehigh Valley train passing above the Jersey Central train, the caption has us turned around 180 degrees. The photographer is facing east, and the photo was taken in the afternoon, judging by the frontal lighting on the Camelback. I lived along the old CNJ main line for over 40 years and commuted on it for 31. The CNJ train is headed west, not east. The pictured Gulistan Carpet factory is on Westfield Avenue, also known as North Avenue. The track in the foreground going off to the left is the Rahway Valley Railroad interchange track. The LV train is, of course, headed east.

Lehigh Valley had several, possibly four, Alco FPA2 diesels, a relatively rare model also on the rosters of B&O, GN, L&N, and MP, with steam boilers installed at the factory.

Walter A. Appel, Lynnwood, Wash.

The station fence visible at the right is at CNJ's Aldene station, in a section of Roselle Park. Today the Aldene ramp for NJ Transit Raritan Valley commuter trains occupies the area where the photographer was standing, and a high wall holds the ex-Lehigh Valley embankment. The Gulistan Carpets factory with the water tower became Romerovsky Bros., a paper processor. Today Norfolk Southern and CSX freights rumble across the Aldene bridge, but the old CNJ below, now a single track owned by NJ Transit, lies abandoned with dense foliage growth. This is a great photo, and a rare catch!

Paul Carpenito, Kunkletown, Pa.

Other Fall issue fix-ups

• Page 79: Louisville & Nashville took over the Monon in July 1971, not 1972.

• Page 95: New York Central's "West Shore" passenger service ended December 10, 1959, not February 11, 1959.

• Page 108: The correct phone number for ordering "The Harvey House Cookbook," is (800) 462-6428.

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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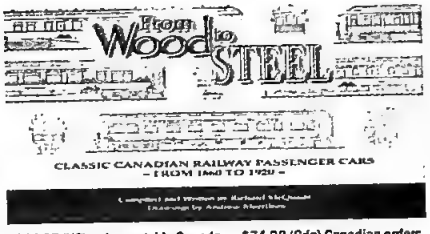

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Texas & Pacific: a Lone Star symbol

From Pacific plans to Gould to oil, T&P remained an important player

R. S. Plummer

T&P's 70 Texas types, built by Lima 1925-29, were the road's biggest, most numerous, and best-known power. No. 636 rolls an extra east near Mineola, 79 miles east of Dallas, in 1951.

What grew to become the 20th century's Texas & Pacific Railway sprouted from some of Texas's earliest railroads. The Lone Star State's pre-Civil War railroad network included 11 operating companies. One of the earliest was the Texas Western Railroad, chartered in 1850 and soon renamed Vicksburg & El Paso. In 1856 its name changed again, to Southern Pacific Railroad Company. Of course, this SP had no relation to the Southern Pacific incorporated in 1865 in California, although the convoluted histories of their successors later would intersect.

Backers of this railroad envisioned it as part of a southern transcontinental route from the Mississippi River to San Diego. By 1860, construction of 27 miles was completed between Waskom, on the Louisiana border, and Marshall. The eastern connection was planned as the Vicksburg, Shreveport & Pacific, which already stretched from Waskom across Louisiana to the west bank of the Mississippi at Vicksburg (later part of Illinois Central, it is now part of Kansas City Southern's "Meridian Speedway").

The Memphis, El Paso & Pacific, chartered in 1856, planned to start at the Red River near Texarkana and build to a connection with the SP near Dallas, thereby bringing Midwestern traffic into the transcontinental route. Little progress was made before the Civil War, however, with only 57 miles graded and 5 miles of track built, near Jefferson.

Within a decade after the war, these two lines would be fused into one company. In 1870 the Memphis road was renamed Southern Transcontinental Railroad, and in 1872 Congress issued a charter for the Texas & Pacific Railway, which soon acquired both the ST and SP. The new charter approved a route from Marshall to El Paso and San Diego, and required 100 consecutive miles of construction by 1882. Backers hired General Grenville Dodge, who had been chief engineer of Union Pacific's recently completed transcontinental line to Utah.

Work on the T&P began at three points in early 1873 and, within 10 months, 250 miles of new line had been laid: Longview-Dallas, Paris-Sherman, and Marshall-Texarkana. These pieces connected with the two segments built earlier, giving the T&P a strong network in northeast Texas. These successes were abruptly halted, however, by the Panic of 1873 that forced the line's construction firm into receivership in 1875.

One of its last projects was the 1874 Trinity River bridge in Dallas to handle the massive livestock traffic originating on the many ranches to the west. Nearby Fort Worth, a big livestock marketing center, became increasingly dissatisfied with the lack of a T&P connection. Frustrated with the cash-strapped railroad, farmers and stockmen organized and graded the 30-mile stretch between the two cities and laid down ties, allowing the first T&P train to enter "Cowtown, Texas" in July 1876.

T&P's western terminus remained in Fort Worth for a few years because of a lack of financial backing. But with its extensive trackage, it was growing rapidly as a transportation enterprise owing to its strategic importance in northeast Texas and its connections through Texarkana and Shreveport to major cities such as St. Louis, New Orleans, and Atlanta. It is ironic that Fort Worth, which had to pay to get into the T&P family, eventually became the operating hub for the system.

Although T&P's board of directors included business and political leaders, and was led by President Thomas Scott (who also held the presidency of the Pennsylvania Railroad, 1874-1880), T&P was unable to secure any federal assistance to build through west Texas and on toward California. However, in January 1880 the road's future would change abruptly with the seating of two new directors, Jay Gould and his associate, Russell Sage.

Gould had just completed, in 1879, his acquisition of the Missouri Pacific system and was looking for new opportunities. When Scott decided to sell his T&P holdings a year later, Gould and Sage snapped them up. Gould became president and immediately formulated an ambitious expansion plan for T&P, which fit perfectly into his MP system,

By J. Parker Lamb

Ed Robinson

Seen from Ten-Wheeler No. 332 on train 20, sister 359 passes with train 27 at Shreveport Junction, La., in 1942. Both engines are typical of T&P steam: handsome and well-polished.

whose St. Louis, Iron Mountain & Southern connected with T&P at Texarkana. One of Gould's first moves, in 1881, was to build a line north from Fort Worth to Sherman, giving T&P a second route to Texarkana as well as a direct connection at Denison, Texas, with the recently completed Missouri, Kansas & Texas, which Gould had acquired in 1880.

Meantime, Gould directed Chief Engineer Dodge to begin an all-out effort to lay rails through the vast and nearly uninhabited desert of west Texas. Construction crews reached Big Spring, 267 miles, in April 1881 and Sierra Blanca (522) on December 16, 1881. However, it was at Sierra Blanca where Gould's dream of a transcontinental railroad evaporated. He had been bested by Collis P. Huntington, another determined and ruthless railroad tycoon. Huntington's eastward construction crews had passed through Sierra Blanca three weeks earlier, on November 25, en route to their own "last spike" ceremony of the Sunset Route at the Pecos River (west of Del Rio) in January 1883.

Under the banner of the Galveston, Harrisburg & San Antonio, controlled by Huntington and T. W. Pierce, construction crews had left El Paso in June 1881 (when the T&P crews were a few miles west of Big Spring). When it was clear that Huntington was winning the race for a transcontinental line, a series of court battles ensued, followed by nefarious delaying tactics (including sabo-

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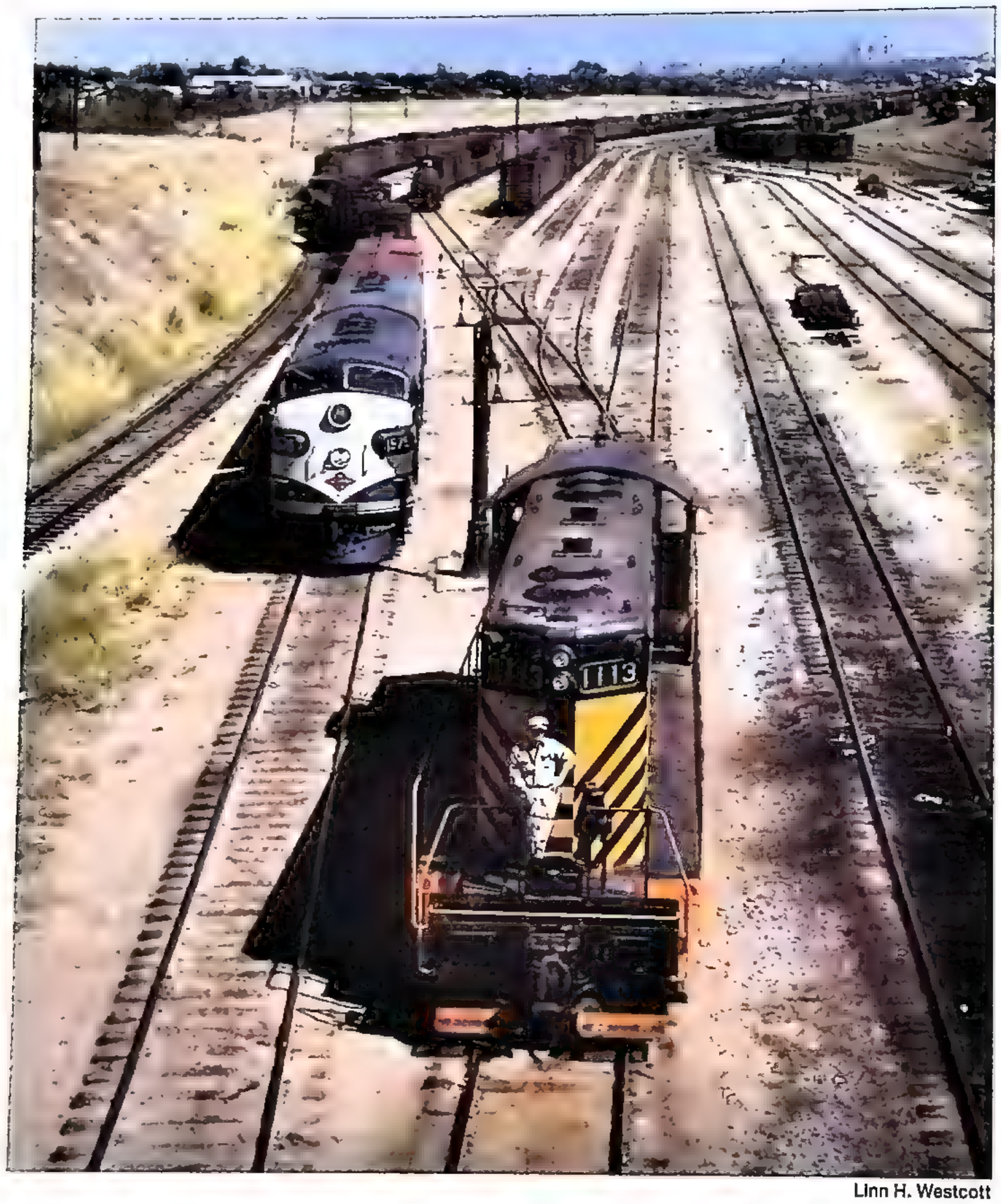

Linn H. Westcott

EMD F7's and a GP7 flank a steam-era water column at T&P's Lancaster Yard, Fort Worth.

tage) by each construction crew, and finally by personal negotiation between the two principals. Gould's legal case was based on T&P's 1870 charter to build to San Diego, whereas Huntington's Southern Pacific charter allowed him to meet the T&P at the Colorado River (between California and Arizona).

When the T&P (prior to Gould's takeover) had failed to gain congressional support for its western construction, Huntington said he could build a transcontinental line without any government assistance. Since there was no challenge to this plan at the time, his position was that the original T&P charter was no longer in effect. Although Gould would have settled for joint ownership of the 90 miles west of Sierra Blanca, Huntington was unwilling to budge, and was eventually victorious in the courts. Thus, although T&P maintained yards and other trackage in El Paso, it operated trains west of Sierra Blanca on an 1881 trackage-rights agreement that continued in effect until the 1996 takeover of Southern Pacific by Union Pacific.

After completing his line to the west, Gould turned eastward and completed T&P's own line from Waskom to Shreveport (in lieu of the VS&P line) and, of more importance, pushed on to New Orleans by acquiring short railroads and constructing connecting segments. Other than building and acquiring several feeder lines, the New Orleans-Dallas-El Paso route represented the geographic limits of the T&P, although the Marshall-Texarkana stretch was probably the busiest segment since it was used by both east-west and north-south traffic from connecting MP lines.

Gould's railroad empire crumbled in the mid-1880's. One by one his roads entered receivership: Wabash (1884), T&P (1885), MK&T (1888), and International & Great Northern (1889). He was able to maintain MP control of only two, T&P and I&GN (east and south Texas lines)—both critically important to MP operations. The T&P connection was tightened during a 1923 reorganization in which T&P issued preferred stock to MP in exchange for mortgage bonds, giving the parent company more than 50 percent of common stock and all the preferred stock. So, even though its operations were thoroughly integrated with those of its parent, T&P represented a semi-autonomous subsidiary.

Shielded by a state law that required all railroads operating in Texas to have an in-state general office, T&P exhibited "Texas pride" with its own motive-power department and shops (Marshall and Fort Worth), and its own identity on rolling stock. The earliest rendition of the T&P herald was a stylized diamond with the names of its four major terminus cities on the sides (Texarkana, El Paso, Shreveport, New Orleans).

Like many Texas roads, T&P was blessed by the discovery of oil at both ends of the state. The massive east Texas fields around Ranger were opened in 1918, and a few years later the Permian Basin of west Texas (Midland-Odessa) began producing. During World War II, T&P was one of the major originators of tank-car trains headed to the coasts.

T&P's independent-minded motive-power department holds the distinction of ordering the second of Lima's "Super-Power "steam locomotives of the mid-1920's. Its I-1 class 2-10-4 heavy freight design, first produced in 1925, was named the Texas type. Eventually the road would acquire 70 of these large engines, representing almost 20 percent of its 372 locomotives in 1929. Styling was also important to T&P motive-

R. P. Meyer; J. David Ingles collection

Diesels on the *Texas Eagle* at Big Spring, Texas, in 1962 show T&P's MoPac parentage: E7 No. 2009 and an F7B wear MP-style *Eagle* colors, while the trailing E7 is in the new "Jenks blue."

power people. The road's larger engines generally carried British-style capped stacks and Elesco feedwater heaters on their smokeboxes (adorned with a diamond herald) and, when needed, air-pump shields on the pilot deck (also with the herald). Most passenger power sparkled with dark blue boiler jackets, accented with striping on tender sides and running-board skirts.

Along with its parent, T&P began dieselizing just after World War II with mainly EMD power: switchers in 1946, E7 passenger units in '47, and F7 freight cabs in '49. The blue-and-white schemes for cab units were similar to MP's, but yard and road-switcher units wore "Swamp Holly Orange" with black trim. The last GP9's, and GP18's, had a unique and attractive blue-and-gray striping, but in the 1960's, MP's new "Jenks" solid blue began to prevail on the T&P, although the diamond herald was applied to T&P-owned units until trust certificates expired, after which some MP-style "buzzsaw" emblems read TEXAS PACIFIC LINES.

In 1956 MP began systematic purchases of T&P stock with a goal of 80 percent ownership that would allow consolidated tax returns for the two companies. Ironically, one of the last large blocks of stock included 12,000 shares from the estate of Frank Gould, grandson of the flamboyant tycoon. By 1957 MP owned 77 percent of T&P and there was talk of merger but, on public perception grounds, it was not pursued. However, in 1976 the semi-independent status of T&P was finally brought to an end after a 30-year legal battle for recapitalization of the MP system's holding company. In the end, the new Missouri Pacific Corp. absorbed its three major railroads, MP, T&P, and Chicago & Eastern Illinois.

In another large slice of irony, the Fort Worth-Sierra Blanca line that represented so much of Jay Gould's dreams in the 1880's became a key segment in one of the nation's premier transcontinental routes in 1996 when Union Pacific, after swallowing up MoPac and Western Pacific in 1982, also acquired Southern Pacific. The ex-T&P line between Texarkana and El Paso is an extremely attractive route, as it is almost 250 miles shorter than the competing line using Cotton Belt and Sunset Route lines, thus providing some final vindication for the ghost of Gould over his one-time nemesis. ■

T&P FACT FILE

(comparative figures are for 1929 and 1975)
Route-miles: 1,956; 2,139
Locomotives: 372; 153
Passenger cars: 234; 0
Freight cars: 9,517; 13,366
Headquarters; Fort Worth, Texas
Special interest group: Missouri Pacific Historical Society, P.O. Box 330427, Fort Worth, TX 76163
Notable postwar passenger trains: *Texas Eagle, Louisiana Eagle*
Recommended reading: *Texas & Pacific*, by Don Watson and Steve Brown (Boston Mills Press, 1978)
Source: *Historical Guide to North American Railroads* (Kalmbach, 1999)

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30 miles east of Kansas City, the ATSF and Norfolk Southern share track for a distance of 30 miles. This joint track is the busiest part of the ATSF's high speed steel freeway between Chicago and Kansas City. This program shows 25 hours of action on the joint track in October 1995. 128 min. DVD-R $36.95. VHS $31.95.

"Southern Pacific around Klamath Falls"
This program shows two days of action on SP's I-5 Corridor between Mott, north of Dunsmuir, and Kirk, north of Klamath Falls, in October of 1995. We shot lumber trains grinding upgrade around Mt. Shasta and hotshots charging through Oregon pine forests. And we caught a few BN trains also. 67 minutes. DVD-R $30.95. VHS $25.95.

"A Last Look at the Cotton Belt"
This program shows shows 24 hours of SP trains from East St. Louis and Memphis around the junction with the Memphis line at Brinkley, and then 24 hrs. of action south of Pine Bluff where the Houston line diverges at Lewisville in southern Arkansas. 92 minutes. DVD-R $34.95. VHS $29.95.

"A Last Look at SP's Golden State Route"
This program shows 24 hours of action west of Topeka, KS where SP Central Corridor trains can be seen and then 24 hours of action between Pratt and Liberal, KS where intermodal trains from Chicago off of BNSF at Hutchinson can be seen, in September of 1996. 79 minutes. DVD-R $32.95. VHS 27.95.

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Glory Days

Men at work

Look up at the cab of one of today's high-horsepower diesels, and there's a good chance you won't see anyone. Windshield and side-window glass is so heavily tinted these days that, while the engineer and conductor can see out, track-side observers can't see in. In addition, air-conditioning and modern methods of train control that rely on signal indication and radio communication mean that there's little operational need to run with the windows open.

Things were different in the steam era, as this circa 1950 picture at Jenkintown, Pa., junction of the Reading Company's Bethlehem and New York branches 10.8 miles north of Philadelphia, shows. The engineer of M-1sa Mikado No. 1951, his clear-glass window wide open, leans out to snare a set of train orders; in a moment, after he's got the flimsies in hand, he'll throw off the hoop for reuse by the next train needing orders. The fellow handing up the orders seems too well-dressed to be the regular operator—perhaps he's an official with years of experience behind him, for the placid expression on his face suggests he's done this many times before. Seen through the gangway, silhouetted against his own open window, is the fireman, tending to the stoker and injector controls.

Getting a freight train over the road is all in a day's work for these three open-air railroaders.—*Robert S. McGonigal*

L. M. Rogers

Tracking Midwestern F's in the 1970's

Only four cars separate the engines—three F's, a Geep, and an SD9—from the waycar as C&NW's Montgomery Turn rolls through Kilkenny, Minn., on January 3, 1979 (above). Soo FP7 2501-A, GP7 378, and another F rest at the Glenwood (Minn.) roundhouse July 16, 1978 (right).

Economics helped keep a young Twin Cities railfan surrounded by cab units

By Steve Glischinski
Photos by the author

While many recall the 1970's as bleak years for the U.S. railroad industry, for me they were far from it. I received my Minnesota driver's license in 1973, and that opened a whole new world of railroading for me. The previous year I had received a 35mm camera as a gift, so I was mobile . . . and with a good camera!

Early on, I'd developed an affinity for EMD F units, probably because they were still plentiful in the upper Midwest. Burlington Northern, Chicago & North Western, Milwaukee Road, and Soo Line all operated F-unit fleets in the 1970's, and all four served my hometown of St. Paul (at the time, BN's corporate home; Soo's was over in Minneapolis).

Unlike roads elsewhere which wiped out their F's en masse in the early '70's, these four roads hung onto them into the early '80's. Economics played a big part in the units' survival. Soo Line, ever frugal, saw no reason to get rid of perfectly good motive power until an adequate replacement came along (for Soo, the GP38-2). Milwaukee Road couldn't afford new locomotives, keeping its F's running by dint of shop and operating crews' ingenuity and "baling wire." Even in early 1978, shortly after it declared bankruptcy, Milwaukee still had 47 cab units and 20 boosters on the roster, including F7's, FP7's, and F9's.

Although Chicago & North Western had retired many of its original freight F's or assigned them to commuter service in the 1960's, it inherited 56 freight F's in its 1968 acquisition of the Chicago Great Western. Further, C&NW was always on the lookout for good used-locomotive deals, and had added more than 30 secondhand F's for freight work in 1970. At that time, North Western had 88 freight F's on the roster, plus 22 equipped with head-end power assigned to Chicago commuter service.

The fleet remained largely intact until 1975, when C&NW retired 47 F's. The following year, the road purged many more in favor of used Geeps from dealer Precision National, but hung onto 20 ex-CGW freight F's it had given a "light rebuilding" (resealed engines, rewiring) in 1974 at the old Great Western shop at Oelwein, Iowa. These 10 A's and 10 B's

A unique view was available at Sprecht's Ferry, Iowa (above), during a chase upriver along the Mississippi on August 28, 1978, of Milwaukee Road train 413 from Savanna, Ill., to La Crosse, Wis. Earlier in the day, a bad-order boxcar had been set out on a spur here, so we climbed it. Those kids waving were *not* posed! A long-weekend outing south from the Twin Cities was plagued by bad weather, so this December 15, 1977, night shot (right) of F7 89A at Mason City, Iowa, was my best photo of the trip. Davis Junction, Ill. (below), was as far as I chased train 117 south from Rockford on May 5, 1979. Lead FP7 97A is switching across MILW's east-west main line; visible at right, inside the wye, is the Track Inn.

Strange bedfellows

Although by the late 1970's the surviving Upper Midwest F units tended to run with either their brethren cab and booster units, or with hood units of similar age such as GP9's and SD9's, they would also be coupled to more modern, high-horsepower units, and/or show up near, or with, occasional oddities. Consider BN F7A 716 (above), a former Spokane, Portland & Seattle unit on train 131, as it greets NW5 994, one of 10 built for Great Northern by EMD in 1946, at Breckenridge, Minn., on February 19, 1979. Or BN F9A 780 (below right), leading train 125 at Bruno, Minn., on July 23, 1978. The ex-NP unit is coupled to leased Missabe Road SD9 157 and is meeting Amtrak's southbound *North Star*, led by F40PH No. 233. Perhaps the prize oddball unit that late-surviving F's greeted was Baldwin Shark-nose RF16 unit 1216 (below left, still wearing its Delaware & Hudson colors), of the Escanaba & Lake Superior which shared the engine house area at Channing, Mich., on August 24, 1979, with Milwaukee Road F's on the Green Bay (Wis.)-Ontonagon (Mich.) line.

Train 703, C&NW's night freight south from Minneapolis on the old M&StL, often rated F's. Knowing this set (above) had come north on September 3, 1978, I went out the next morning. I caught up with it at Waseca, Minn., and chased it to Hampton, Iowa; no track remains today in this scene at Sheffield, Iowa. It was a *lot* colder at Cedar Lake Yard (right) on December 27, 1977, for my solo night shot: 10-below-zero temperature, -26 wind chill!

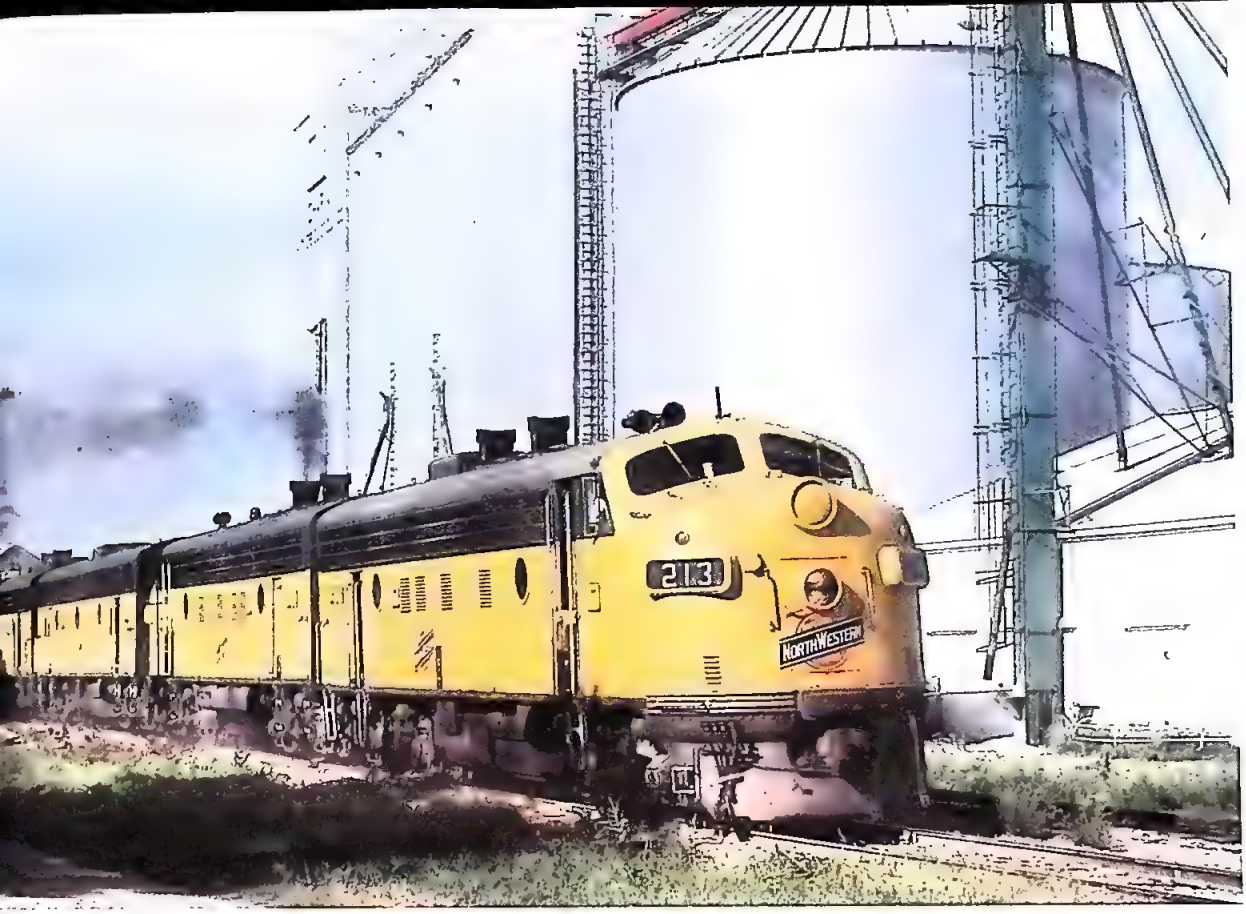
remained in service into the '80's. Meantime, 20 of the commuter-service F's had been rebuilt at Oelwein in the early '70's and renumbered into the 400 series. They handled (along with C&NW's three dozen E units) the Chicago commuter trains the road operated for the Regional Transportation Authority. In the 1980's, five F's were spiffed up to become part of C&NW's executive-train fleet.

Money wasn't a problem for Burlington Northern in solving its motive-power needs in the '70's—but burgeoning coal traffic was. The big railroad concentrated its resources on rebuilding its right of way to handle unit coal trains out of Montana and Wyoming, and purchased hundreds of new 3,000 h.p. C-C locomotives from GE and EMD to pull them. In the 1970 merger, BN had inherited 1 F7A from CB&Q, 2 F3A's and 4 F7A's from SP&S, and 116 F's of all types from Great Northern. Northern Pacific had the biggest fleet, with more than 150 F's, including two FT's retired in May 1970, last of their type in service in the U.S.

With the growth in coal traffic, BN motive power was tight, so after retiring many units after the merger, the railroad in late 1974 reversed course and began overhauling F's, with the intention of keeping them going another five years. The first one done was BN 744, an ex-NP F7A, which rolled out of Dale Street Shop in St. Paul on April 9, 1975. Eventually the fleet stabilized at 116, with 50-plus assigned to the east end of the system at Grand Forks, N.Dak., Northtown in Minneapolis, and Superior, Wis. I was surrounded by F units!

Other Midwestern railroads still operated F's, to be sure. Illinois Central Gulf was slow to retire the Gulf, Mobile & Ohio F's after the 1972 merger, and seven F3's worked in Illinois into 1978, including two kept for the Chicago-Joliet commuter train. Rock Island's three F7A's built for passenger service had been given head-end power and worked in commuter duty until early 1978, when they were bumped into freight service by new RTA F40's. Chicago, though, seemed a world away for me, so I rarely ventured there. Northern Minnesota, on the other hand, was much closer, and it was home to a railroad on which F units led every train! This was the Erie Mining Company, which had five F9A's and six F9B's bought new in 1956 for its 72-mile private railroad, linking Hoyt Lakes with Taconite Harbor on Lake Superior. These units kept busy throughout the 1970's (and beyond), often operating in A-B-B-A sets with an occasional Alco road-switcher thrown in.

On the railroads I photographed in the '70's, F units tended to congregate on certain lines or trains. On the C&NW, F's were used on trains 161, 162, 163, and 164 on the former CGW line from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NORTHWESTERN

NORTHWESTERN

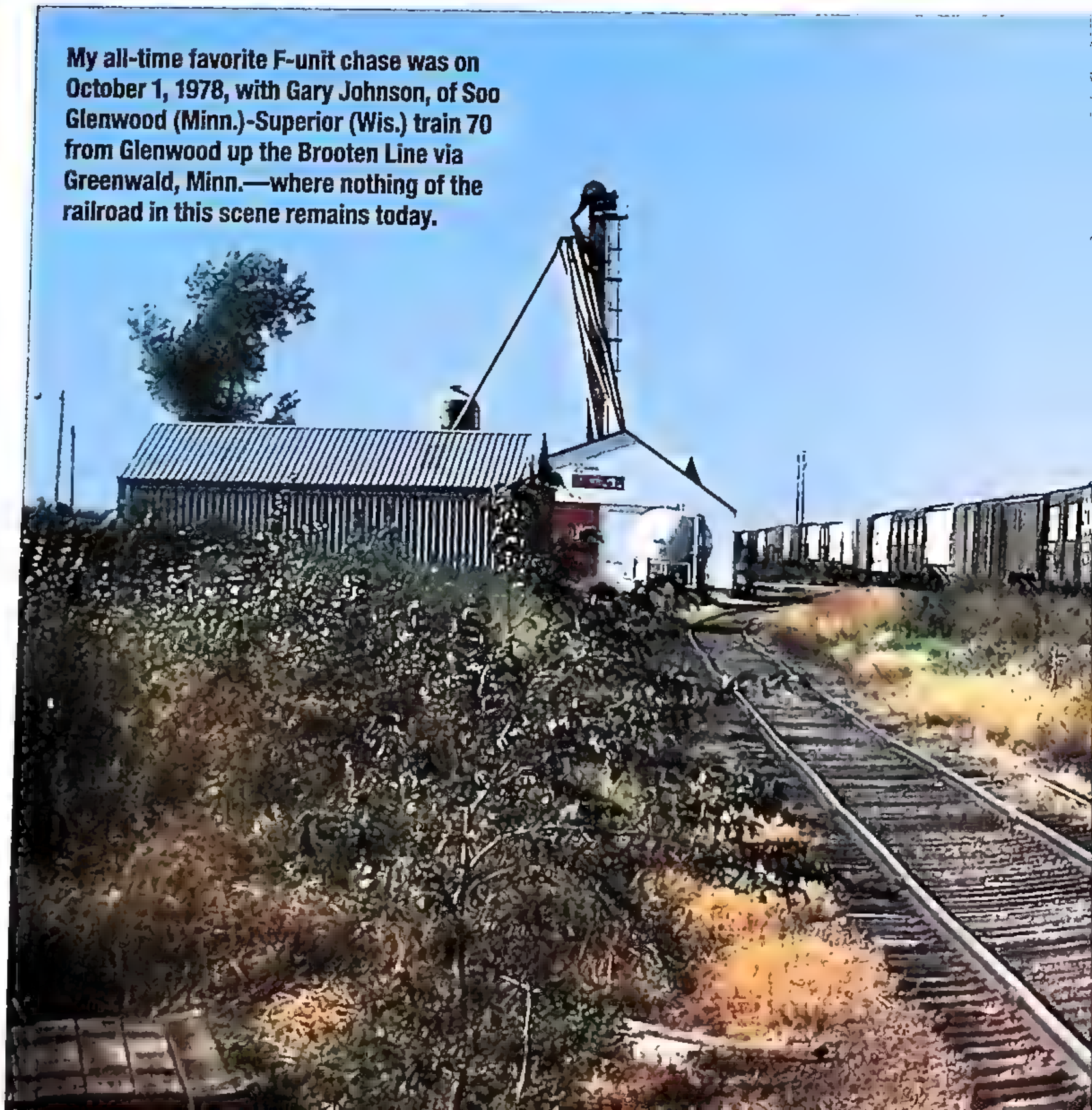
Minneapolis to Oelwein, and on trains 701, 702, 703, and 704 over the former Minneapolis & St. Louis between Minneapolis' Cedar Lake Yard and Marshalltown, Iowa. Milwaukee F's could be found on transfer runs between Southtown Yard in Minneapolis and the big Pigs Eye hump yard in St. Paul; on road trains out of Savanna, Ill., to Davenport and Cedar Rapids, Iowa, and along the Mississippi River to La Crosse, Wis.; and on lines north of Green Bay, Wis., into Michigan's Upper Peninsula. BN F's also handled secondary trains out of Grand Forks, Minneapolis, and Superior.

Of my four hometown roads, only Soo Line ran its F's in general service systemwide, and indeed, they could show up on any train, anywhere. However, there was a bonus on the Soo. Because the road never applied multiple-unit connections to the noses of its F's, its cab units had to run as either lead or rear units. As often as not they led, and could be found on some of the hottest trains on the railroad, such as those that came off parent Canadian Pacific at Portal, N.Dak., and ran through to Chicago.

Even in those pre-Internet days, finding out where F's were running wasn't difficult. Many small-town depots still had agents, and I would make phone calls to several in outlying areas of Minnesota on the C&NW, such as Chaska or Merriam on the former M&StL line or Roseport or Randolph on the old CGW. The operators were almost all friendly and would gladly let me know the power on trains and when they were expected to operate.

On the BN, Northtown-Grand Forks trains 123 and 124 almost always had F's—it was just a matter of stopping by Northtown to see what units were lined up for that day's train. The Milwaukee's daily transfer run was an easy mark, generally running with solid F-unit consists. It was even easier to get information on Soo's F's, because Soo had a power desk in Minneapolis, staffed round the clock, that assigned and tracked motive power all over the system. One phone call to friends at the desk would reveal where the F's were running and whether they were leading or not.

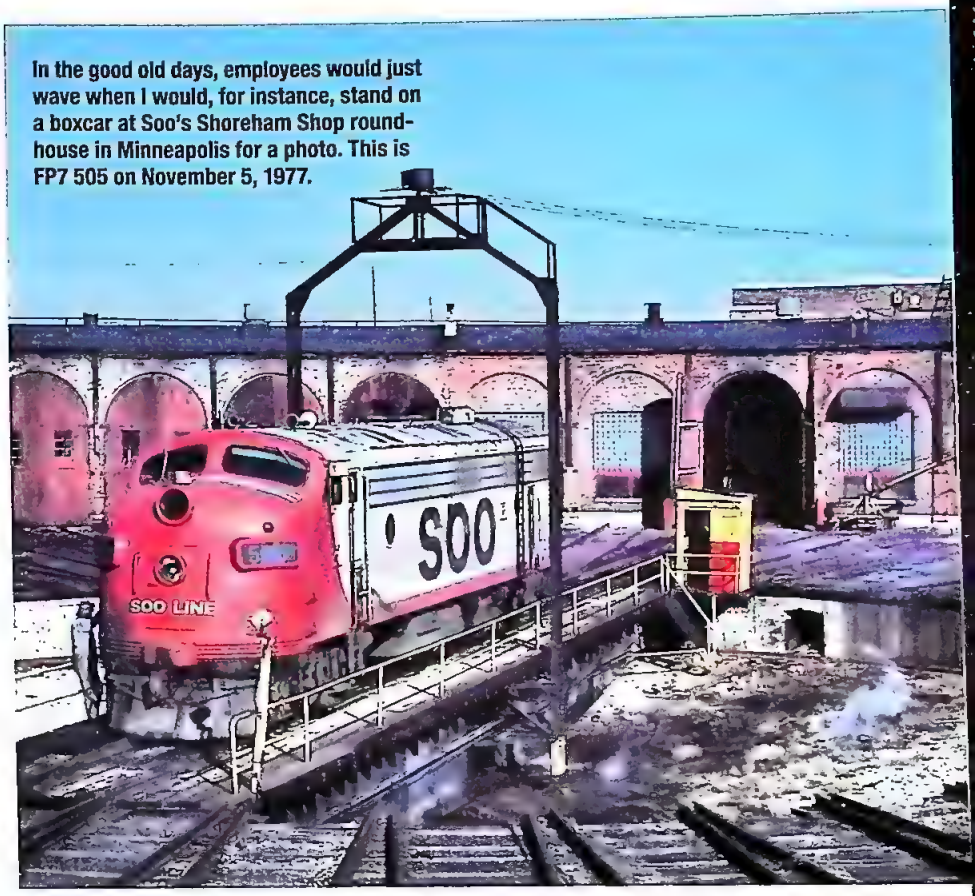
The year 1981 proved to be the last for the majority of the Midwest F's. The year before, Milwaukee Road had parked its fleet when the March 1980 embargo of much of the system freed up enough newer power to retire the cab units. Soo Line began purchasing new GP38-2's in 1977, and by the recession of 1980-81 had enough on hand to send the last F's



My all-time favorite F-unit chase was on October 1, 1978, with Gary Johnson, of Soo Glenwood (Minn.)-Superior (Wis.) train 70 from Glenwood up the Brooten Line via Greenwald, Minn.—where nothing of the railroad in this scene remains today.

For a time in early 1979, SD40-2's of Soo parent Canadian Pacific ran through Portal, N.Dak., into the U.S. on train 944, so on March 15, I chased it east, with F7 2229-A leading two CP SD's, from the St. Croix River high bridge through New Richmond as far as Chippewa Falls, Wis. The depot still stood in summer 2006.

In the good old days, employees would just wave when I would, for instance, stand on a boxcar at Soo's Shoreham Shop roundhouse in Minneapolis for a photo. This is FP7 505 on November 5, 1977.



as trade-ins to EMD. Four F's, though, were kept into the 1980's to supply power to snowplows assigned to Thief River Falls, Minn., and Harvey, N.Dak.; they spent their summers stored at Shoreham, and two eventually were saved and preserved [see following pages]. The same recession killed C&NW's 20 F's, although two booster units lived on in executive-train service, and an ex-CGW FP7 was preserved and displayed at Oelwein. Even the C&NW lines that hosted those last F's now are gone—the old CGW to Oelwein was torn up, and the former "Louie" has been broken up into several small segments.

Burlington Northern's large F-unit fleet was retired as well, with the last ones running in February 1982. Only Erie Mining's F9's remained in service, and they lasted until the 21st century! In 1997, a runaway derailment destroyed an A-B-B-A set, but the remaining seven units stayed in operation until the plant closed in 2001. They were the last freight F's still working on their original assignment in the entire U.S., and five proved to have another life, revived to pull ore trains in fall 2004 as steel prices rose and successor firm Cliffs Erie dug out some remaining ore for shipment. One F9A, 4211, is now property of the railroad museum in Duluth.

Watching the Erie Mining F9's as they lugged tonnage again in fall 2004, I found it hard to believe that these were the same units I had tracked down in the 1970's. It was nice to see these elderly locomotives still on the job, rekindling memories of all the F units I'd seen a quarter of a century earlier. ■

Every President's Day weekend for years, I and others among Bud Bulgrin, Jim Farrell, Harold Edmonson, and John Jaidinger would make a "winter trip." Twice we went into North Dakota, and this shot (left) at Argusville on February 18, 1979, depicts BN train 132 out of Grand Forks behind an A-B-B-A-Geep set.

Closer to home, it was an easy and frequent effort to follow counterpart 123, which virtually always had F's, out of Northtown Yard. On June 8, 1978 (below), the A-B-B-A set of 782-781-761-834, all ex-NP, passes the home signal at Coon Creek Junction in Coon Rapids, Minn.

The most F units I ever saw in a pure set on one train was seven, on BN 123 of February 23, 1978, which I followed at least as far as St. Cloud, Minn., along four-lane U.S. 10. It did only 40 mph or so and hence was an easy chase. Here they roll along about a mile west of Big Lake.

A jewel of a museum piece

Soo Line FP7 2500-A just keeps on rolling

By Steve Glischinski • Photos by the author

Tucked away in the north central U.S. off the east-west mainstream, the Soo Line did not receive the attention lavished on bigger railroads in the region such as Chicago & North Western and Milwaukee Road. The Soo never operated a streamliner, went freight-only in 1968 (except for "mixed" trains offering passage in cabooses), and was purchased by Canadian Pacific, its majority stockholder, in 1990. Former TRAINS magazine staffer and Soo Line employee Wallace W. Abbey chronicled the Soo and its locomotives in his 1984 book, *The Little Jewel*, a title referring to the frugal railroad's ability to generate profits.

Although tight with a dollar, Soo Line also could be generous, donating steam locomotives to almost 20 communities around its system when diesels came. Two of those—2-8-2 No. 1003 and 4-6-2 No. 2719—have been restored and are in operating condition today. (Another, 0-6-0 No. 353, obtained decades ago by the Western Minnesota Steam Threshers Reunion, operates once a year at Rollag, Minn.) These steam gems are joined by two preserved, operable classic-era diesel jewels, both at the Lake Superior Railroad Museum in Duluth, Minn. The younger, GP30 700 and "only" 43 years old, was donated by Canadian National after it acquired the modern-day regional Wisconsin Central Ltd., which had inherited the hood unit from the Soo in 1987.

The elder jewel is FP7 2500-A, which owes its continued existence to Soo's generosity as well as its frugality. General Motors' Electro-Motive Division built the 2500-A in November 1949, as demonstrator 7001. It, along with F7B boosters 7002 and 7003, were touring the Canadian Pacific in late 1949 and early 1950 when they moved onto the Soo Line, temporarily replacing 4-8-2's and 4-6-2's on passenger trains from Minneapolis to Portal, N.Dak.; Winnipeg, Manitoba; and Duluth.

Soo Line's system was comprised of the Minneapolis, St. Paul & Sault Ste. Marie (where the phonetic "Soo," for Sault, originated as the nickname), and the Wisconsin Central Railway, which had been leased by the Soo in 1909. WC's system consisted basically of lines between Chicago and Lake Superior and in east central Wisconsin.

Soo was impressed with the F's (or liked their bargain price) enough that it had the WC purchase the demonstrator set and, when they were accepted by the railroad in May 1950, gave the trio four-digit numbers typical of locomotives assigned to WC: 2500-A, 2500-B, and 2501-B (generally, MStP&SSM engines had three-digit numbers). The Soo also went the bargain route in purchasing from EMD another FP7-F7B-F7B demo set, 9051-9053, which became Soo 500-A, 500-B, and 501-B.) The Soo eventually wound up with seven FP7's, plus six F7B's equipped for passenger service, which during 1954-56 were supplemented by 17 passenger GP9's. In addition to four-digit numbers, WC locomotives of all types had very small initials painted at the rear.

Varnish to freight to snowplows

The 2500-A worked in passenger service into the 1960's, pulling such trains as the Chicago-Duluth *Laker* [see "Hometown Connections," pages 20-21, Spring 2006 CLASSIC TRAINS]. After the December 30, 1960, merger of the

MStP&SSM, WC, and another subsidiary, Duluth, South Shore & Atlantic, in which all became part of "Soo Line Railroad," the 2500-A was repainted from the traditional maroon and gold into Soo's new standard light gray and red livery designed by Wally Abbey. Soo's last passenger train, the St. Paul-Winnipeg *Winnipeger*, made its final run in March 1967. (The Soo did handle Milwaukee's *Copper Country Limited* in Upper Michigan for a while longer, but it employed only MILW equipment.) But the frugal Soo simply put all its passenger diesels into freight service, so the 2500-A, shorn of its steam generator, soldiered on.

In 1980, frugality re-entered the picture as the Soo, which was retiring its F-unit fleet, converted the 2500-A and three other F's to become "snowplow units," assigned to provide motive power, electrical power, and air to plows. They wintered in Thief River Falls, Minn., and Harvey, N.Dak., and slumbered away their summers in storage at Soo's main shops at Shoreham Yard in Minneapolis.

The snowplow assignments ended by 1985, and two units, FP7 502-A and F7A 2201-A, went to scrap. Enter Soo Line's generosity again, as fortune shined on the other two units, both FP7's, when the road donated them for preservation. The 500-A went to Ladysmith, Wis. (which also has 2-8-2 No. 1011 on exhibit), where it was restored to its original livery. It now resides a few blocks away from the 1011, next to the local chamber of commerce building on the point of three old heavyweight passenger cars that simulate a typical Soo local passenger train.

Volunteers take over

The 2500-A was donated in August 1986 to the Lake Superior Museum of Transportation & Industry, now the Lake Superior Railroad Museum. Volunteers there, led by curator Tom Gannon, began a nearly decade-long restoration. About 60 percent of 2500-A's side panels were rusted out and had to be replaced. The unit was sandblasted to remove decades of accumulated dirt and grime. A "junk" main generator which Soo had installed in anticipation of trade-in was removed, and the hometown Duluth, Missabe & Iron Range donated a replacement, plus an auxiliary generator. The cab interior was gutted, and a new floor and engineer's-side dashboard were installed. The control and brake stands were overhauled. Wiring was checked and replaced as needed. Museum volunteer Dave Schultz donated a rotating Mars light he'd found in a scrap yard years before. Installed in the upper headlight housing, which had been blanked over, the old Mars light fit perfectly. Smaller items such as windshield wiper motors, porthole window frames, glass gaskets, number boards, and steel kick plates had to be located or fabricated.

Soo 2500-A's usual excursion path is the museum's ex-DM&IR North Shore Scenic line to Two Harbors. It left Duluth (top) with GN NW5 192 on September 29, 2001, and rolled north at Palmers (above) the following September 7.

The Soo Line Historical & Technical Society was generous in donating funds to move the project forward. Painting of the exterior took two years as the crew worked on other projects. The unit was first painted in primer, then in Soo's classic maroon and gold. Lettering stencils made by a local company had to be redone after they were found to be the wrong style. The engine was first fired up for a test in fall 1994, and in June 1995 the 2500-A moved under its own power once again. It posed for "rebuilders" photos [opposite page] for photographers on June 3.

Since its restoration, the 2500-A has traveled widely. Wisconsin Central Ltd. allowed the FP7 to pull excursions over several of its lines; its first trips, in 1995, were from Marengo, Wis., to Thomaston, Mich., and from Ashland to Park Falls, Wis. Other cities the FP7 has visited include Gladstone, Mich., and Rhinelander and Ladysmith, Wis., where it rubbed shoulders with the 500-A. Since WCL was acquired by Canadian National, the FP7 has stayed close to its museum home, but occasionally it will lead trains over the 26-mile North Shore Scenic Railroad, a segment of the former DM&IR operated by the museum between Duluth and Two Harbors. Just before the Missabe was itself acquired by CN in 2004, DM&IR's Proctor shop replaced the wheels on the FP7, the new ones having been donated by Canadian Pacific.

There are numerous other F-unit restorations around the land, to be sure, but the Soo Line 2500-A project shows as well as any what can be accomplished, given the right set of circumstances, corporations, and people. More information on the Lake Superior Railroad Museum and No. 2500-A is available at www.lrsm.org.

‘Ya gotta get coal experience’

A Union Pacific student fireman in oil-burner territory gets some schooling in the art of coal-firing

By Les Clark

The [illegible] Foreman of Engi[illegible] had a simple response to my question as to whether I had performed enough student trips to qualify as a Union Pacific Railroad locomotive fireman. "Ya gotta get coal experience," he said.

This seemed a bit strange to me because by this time, July 1953, my hometown terminal of Glenns Ferry, Idaho, hadn't seen a coal-burner for at least a year. But having to get coal experience didn't bother me, as I had grown up in a coal-fired railroad town. It would give me bragging rights with my neighbors. Also, I could share experiences with my dad, who had hand-fired

Night Helper at Kemmerer
Painting by Gilbert Bennett
Collection of Les Clark

coal-burning engines during the 1920's. My seniority limits were within the Idaho Division of the Oregon Short Line portion of the Union Pacific. The limits of this territory were Green River, Wyo.; Huntington, Ore.; Butte, Mont.; and Salt Lake City, Utah. On these lines, the only coal-burners were in Kemmerer, Wyo. All the other coal-fired engines had been reassigned to the eastern districts, where some survived for several more years before diesels infiltrated from the west.

Kemmerer is located near the southwest corner of Wyoming, about 70 miles west of Green River. It sits on the crest of a grade for eastbound trains from Pocatello, Idaho, or westbounds from Green River and Granger, Wyo. During steam days, most eastbound, and occasionally westbound, freights required a helper to reach the summit at Kemmerer. The helpers would back westward downgrade about 11 miles to the end of double track and enter a siding named Fossil. There, they would wait for an eastbound train onto which they would couple behind the caboose and shove up to Kemmerer. They cut off on the fly, allowing the train to continue without stopping. The operation for westbound trains was similar, with the helper engine tying on at East Kemmerer and shoving over the hill. Since the helper engines were normally positioned facing east, the westbound helps were made in reverse.

So I had to go to Kemmerer to get my coal experience. The following morning, I caught an eastbound freight powered by F3 and F7 diesels out of Glenns Ferry. This would give me extra student trips to my credit while on the way. We made good time over the CTC-equipped main line and I was in Pocatello by early afternoon. I now had to search for a move going east to Kemmerer. Luck was with me, as I was able to catch a freight out of town powered by 4-6-6-4 Challenger 3838. By now, I had enough experience with the oil-fired 3800's that I felt reasonably comfortable taking over the firing chores, even though I was in an unfamiliar territory with an unfamiliar crew. The regular fireman was completely willing to let me take over while he sat behind the engineer and visited.

From Pocatello eastward, it was a nearly constant climb all the way to the crew-change point of Montpelier, Idaho. The big Challenger steamed well, and we made pretty good time in spite of water stops and a couple of meets with westbound trains.

Out of Montpelier, we continued on the uphill journey with minimal interruption until we got to Fossil, where we stopped to pick up our helper for the steep climb the rest of the way to Kemmerer. This gave me a preview of the challenges I would face in getting my coal experience.

At Kemmerer, the engineer slowed down as much as he could without stalling, and I bailed off on the fly. It was near midnight, and after firing over three subdivisions I was hungry and beat. I made my way to a local cafe and then to a hotel, where I hit the sack.

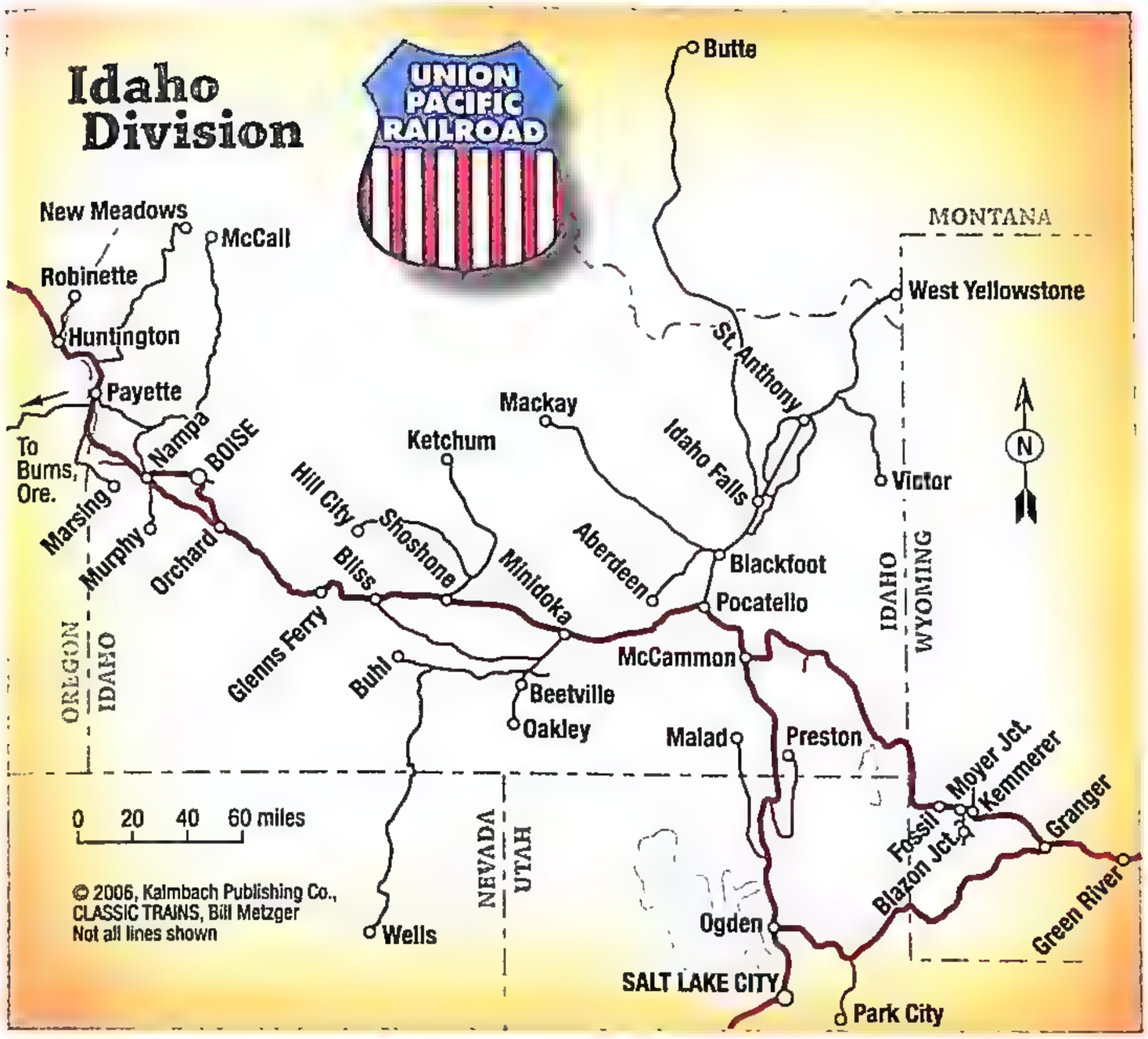
The next morning I was full of excitement to see what coal-burner action awaited me. I discovered there were three very well maintained 2-10-2's assigned to Kemmerer helper and local use, Nos. 5303, 5312, and 5313. I had fired a number of oil-burning 2-10-2's, but these coal babies were first-class. They had been built by Baldwin between 1918 and 1923 and had 63-inch drivers and a 70,450-pound tractive-effort rating. All three had Worthington BL feedwater heaters and Duplex stokers.

Having checked in at the Kemmerer depot, I found that the regular 8 a.m. helper job was assigned the 5313 for the day. At the roundhouse, I soon met the crew and was accepted for my coal-training debut. Our orders for the day were to back down to Moyer Junction, 3 miles west of Kemmerer and do some switching including the weighing of coal loads. After this, we were to back westward to the end of double track at Fossil and enter the siding to await an eastbound to help up the hill. The wait gave the regular fireman time to put me through a heavy training session in coal-firing, particularly the use of the stoker. He explained about the proper depth of the fire, how to regulate it, and how to assist the stoker if necessary.

We no sooner got a roll up the hill when the stoker stopped. As the regular fireman worked to fix it, I tried to hand-fire around him. I might have put more coal on the cab deck than into the firebox.

After an hour or so, the train we were to help showed up. We coupled on behind the caboose and soon were shoving hard. I turned on the feedwater heater, started the stoker engine, and regulated the stoker jets so I was getting just a gray haze from the stack. Soon I stepped down and opened the firedoor to examine the fire's condition. It was then that I discovered that the ability to look at the fire of a working locomotive is an acquired skill. The fireman would describe holes in the fire which I couldn't see, try as I might. It was frustrating.

Fortunately, that 2-10-2 steamed so well and the stoker fed so evenly that my inexperience was largely forgiven. It was such a pleasure to observe that clear stack on an engine that was being worked at its maximum with the steam pressure holding right at 200 pounds and the water level



staying well within the half-glass limits. I was disappointed when our day was finished after helping two trains up the hill.

That evening, since Kemmerer was not exactly the entertainment capital of the world, I decided to spend some time and chalk up another run on a 2200-class Mikado, or MacArthur as the UP called them at the time. It was being used as the local yard switcher. There wasn't much activity, so I decided to hand-fire it for experience. This is where my inability to "see" the fire became problematic. That 2-8-2 didn't want to steam, even with the best of fires. Everything I did to try to correct the situation made it worse. Before long, I had a manhole-sized clinker right in the middle of the grates. I'm sure the regular crew enjoyed my suffering. By the time we tied up, I was hesitant to ask the engineer to qualify me. But I did, and he did. However, it seemed I was beginning to learn how to look at the fire. It wasn't a total loss. That ended Day One.

There were a number of coal mines in the Kemmerer area served by the railroad (hence the coal-burning engines hanging on thereabouts). At the time, one of the major ones was the Blazon mine. The branch serving this mine left the main line at Moyer Junction and extended downgrade south about 10 miles to Blazon Junction, where several mine leads serving other mines connected. The operation was simple enough: deliver empties and collect loads, then drag them up to the Kemmerer yard and weigh the cars.

The assigned power was one of UP's two 2-8-8-0 articulateds that remained coal-burners, the 3534. This was my classroom for Day Two. I had made a number of student trips on the oil-burning 2-8-8-0's used as helpers around Glenns Ferry, so they were not strangers—just the coal-burning part. The 3500 class had been built by Alco's Brooks Works in 1923 as compound Mallets numbered in the 3600 series. During the 1930's and '40's they were converted to simple articulateds and were renumbered into the 3500's. They had 59-inch drivers and a tractive effort of about 100,000 pounds. They could really pull!

We coasted down the main line with the 3534 to Moyer Junction. There we picked up our empties and plodded down the Blazon branch. By then, I'd had some time to at least get acquainted with the engine and the crew. The 3534 had a Duplex stoker, now a bit more familiar to me. During the next couple of hours, while we spotted empties and picked up loads, the regular fireman gave me a great crash course in switching, especially in hand signals. This proved to be invaluable to me in the following years. Also, during the switching, I had a chance to hone my skills with the fire. The old 3534 needed extra coal in the back corners of the firebox, and I got pretty adept at putting it there.

The real work started when we were dragging our assembled train of coal loads up the branch to the main line. We no sooner got a roll up the hill when the stoker stopped. This was a crisis! The regular fireman immediately went to work with the stoker controls, reversing the stoker several times until whatever was jamming it seemed to have cleared. In the interim, I tried to hand-fire around him as best I could. I'm not sure, but I might have put more coal on the cab deck than into the firebox. I didn't know an engine could go that slow—it was really down on its knees. Fortunately the crisis was resolved and we made it to the top without doubling the hill, but not without some heavy shoveling, as the stoker just couldn't keep up on its own. That afternoon when we tied up, I bid the crew adieu and, with my certification letters in hand to show the boss, left the 3534.

That evening at dinner, I met the crew of the afternoon regular west hill helper job. They informed me they had another help to perform and would be leaving to back down to Fossil soon, and asked if I would like to come along. I decided to get one more run under my belt with a different 2-10-2, the 5303. It was a good choice. The 5303 was a good engine and, though the cab was noticeably smaller than the one on 5313, the engine ran and steamed about as well. Since there was no head brakeman, I didn't have any competition for the left-hand seat. It was well into the night by the time we finished our run. The experience of firing the engine in the dark was good. By now I was bushed and headed straight for the hotel.

Early the next morning, I caught a Challenger-powered westbound freight headed for Glenns Ferry, where I soon got my necessary qualification and went to work as a locomotive fireman.

As I expected, the "coal-firing experience" had little application value for me on the Idaho Division of the Union Pacific. But today, 53 years later, my short experience at Kemmerer does provide some treasured memories. ■

Great Photographers

Bob Searle: Born to railroading

The steam locomotive occupied center stage for this northern Californian

By Tom Dill • Photos by Bob Searle

Southern Pacific 2-8-2 No. 3236 nears Ignacio, Calif., with a southbound train of SP subsidiary Northwestern Pacific on February 22, 1950. A 1942 portrait (opposite page) shows Bob Searle during his time as a Navy photographer's mate.

One could almost say that Bob Searle was born with a railroad lantern in his hand, such was the influence of railroading in his formative years. He was born at Napa, Calif., on August 30, 1920, into a railroad family. His father had worked on the Copper River & North Western in Alaska prior to World War I. His uncle worked for Edward Harriman in the Erie's New York headquarters and later for the San Francisco, Napa & Calistoga (the "Napa Valley Route," an electric interurban). His mother's two sisters were clerks for the Southern Pacific, one at Napa and later at Richmond, Calif., and the other at the Calistoga depot, in the heart of what is now prime vineyard country.

Bob was indulged by his one aunt, who never had children of her own, and on many occasions she took him down to SP's Napa depot to see the local freight (and passenger train, too, until it was pulled off early in the Depression) come into town, and to visit with the agent and crew. He recalls once receiving a bunch of grapes from a man loading refrigerator cars on the house track. The loads of grapes were to be shipped east to be made into sacramental wine (Prohibition was still in effect).

Bob still has fond memories of

Bob Searle

Flat-fronted AC-5 No. 4125 rolls an eastbound extra near SP's Berkeley station on August 23, 1952. The 1929 Baldwin was from SP's second order of cab-forward 4-8-8-2's; the road's AC fleet eventually totalled 295.

lazy summer afternoons spent relaxing on the Napa depot freight platform watching Napa Valley Route interurbans crossing SP's Napa Branch, as well as local freights heading off into the distance toward Vallejo. But it was a cast-iron locomotive push toy he was given at about age 5 that first intrigued him and was most likely the origin of a lifelong interest in trains. A great aunt furthered the fascination with the gift in 1931 of an Ives electric trainset, purchased from Montgomery Ward for the sum of $7.50. This set consisted of an Atlantic-type steam locomotive and three brightly painted red coaches, one having an observation platform. Bob played with this set for years, and it performed unfailingly, giving endless hours of enjoyment.

When Bob was 14, his family moved to Oakland, Calif., to a location just a few blocks from the Sacramento Northern interurban depot. In 1935 his uncle gave him a subscription to *Railroad Man* magazine. He soon placed a free ad in the hopes of corresponding with other rail enthusiasts, and one Sunday, returning home from church, Bob was surprised to meet Jimmy Boynton standing on the porch. Jimmy lived just a few blocks away and had seen Bob's ad in the magazine and thought a meeting was in order. He had recently hired out in engine service for the Western Pacific, eventually becoming the top engineer on the roster before retiring many years later. Thus began a lifelong friendship. Jimmy introduced Bob to the hobby of railroad photography. Through him, Bob eventually met Guy Dunscomb, Ozzie Thompson, and other noted California rail photographers.

Learning the railfan ropes

Bob's first camera was a 616 Kodak, which took 2½ x 4¼-inch negatives, perfect for photographing locomotives and trains. Among his first engine portraits were views of Southern Pacific steam in Ventura, taken at age 16 while visiting cousins in southern California.

Soon Bob, Jimmy Boynton, and Guy Dunscomb would spend many weekends traveling to the Feather River Canyon and other locations in the Sierras to watch and photograph the action. Their film was developed in a makeshift darkroom under the stairs in Boynton's home. They made contact prints and traded among many of the young group of emerging Western railfans, the likes of Graham Hardy, Ralph Demoro, Doug Richter, Ted Wurm, and Clem Fisher, who were founding members of the California-Nevada Railroad Historical Society. All were enthusiastic rail historians and photographers in their own right. Bob, being a few years younger than the rest, soon became the group's first junior member.

To make money for film and prints,

Even a die-hard steam fan like Searle could not ignore this vision of SP splendor. Alco PA 6013, PB 5918, and PA 6028 are at the Oakland Pier station, ready to depart with the *Shasta Daylight* on October 3, 1953.

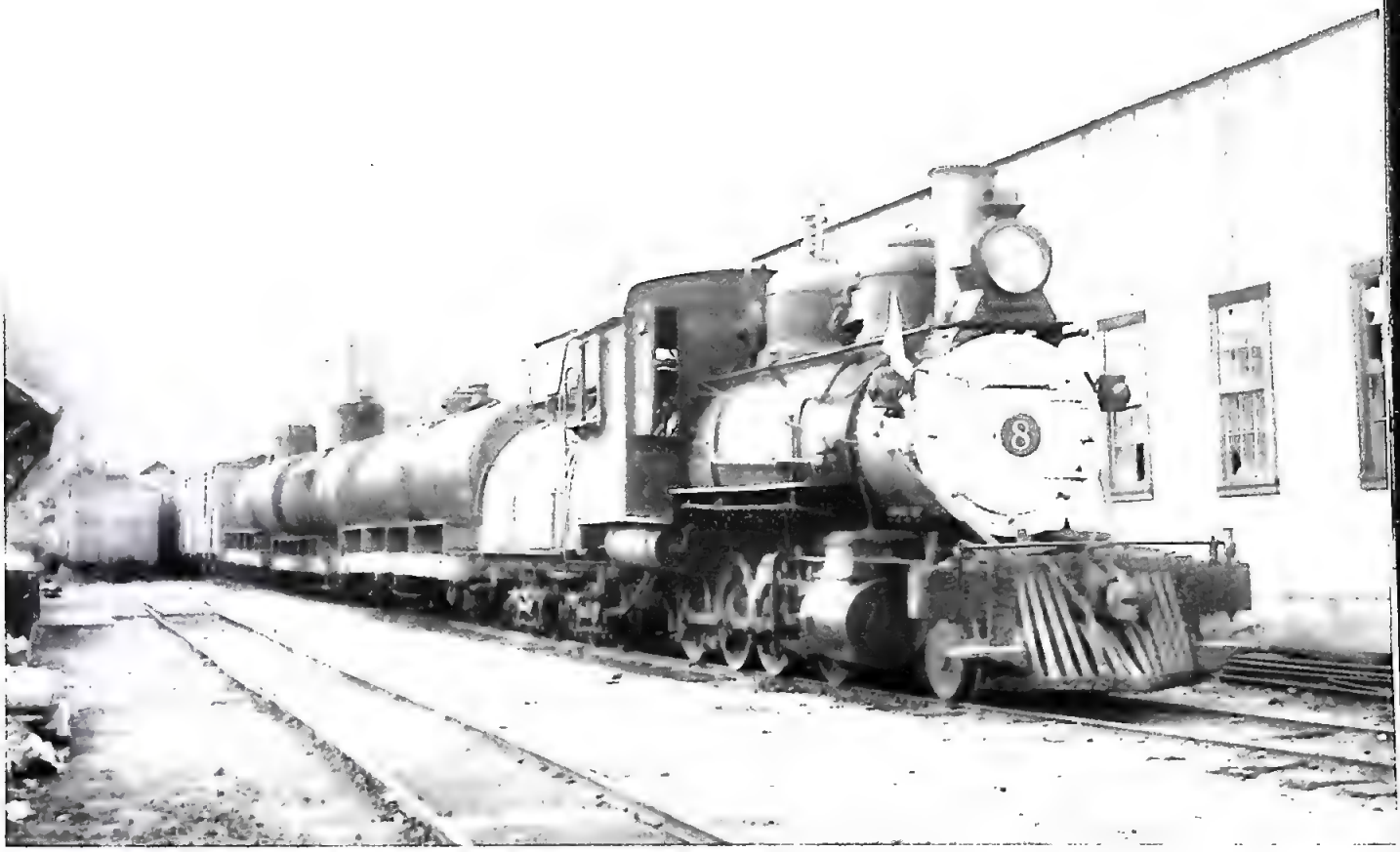
Having just begun its run up to San Francisco, SP train 153 passes the San Jose roundhouse in April 1940. In charge is Pacific 2477, one of two class P-7's built in 1917 by Lima for SP subsidiary Arizona Eastern.

Santa Fe 1212, a very early 4-6-2 built by Baldwin in 1903, just one year after the type made its U.S. debut, works an extra eastbound at Luzon, Calif., on October 26, 1940.

Bob Searle

Heisler No. 3 scurries about the West Side Lumber Co.'s mill at Tuolumne, Calif., in August 1960. WSL's 3-foot-gauge railroad shut down at the end of this season, but the standard-gauge mill operations, worked by the 1900-built Heisler, lasted until 1963.

Up at Freshwater, Calif., about 6 miles inland from Eureka, Pacific Lumber Co. two-truck Shay No. 26 backs onto a string of loaded log cars on April 17, 1940.



The Nevada County Narrow Gauge Railroad ran from Colfax, Calif., on SP's Donner Pass line, 21 miles north to Nevada City. On November 5, 1940, less than two years before the three-footer folded, Searle caught 2-8-0 No. 8 with a southbound at Grass Valey.

Bob took a paper route delivering the *San Francisco Chronicle*. At 10 cents per paper per month, his job netted him $18.20 a month, real money in those days! Because funds were tight, Bob would often pay a nickel to take the SP ferry to San Francisco and then walk for miles from the Ferry Building to the railroad yards near Mission Bay and even out to Bayshore. He also worked in the baggage car on Cal-Nev club excursions, selling film, soft drinks, and snacks to make some extra money. In his travels, he photographed the likes of the Nevada County Narrow Gauge, Virginia & Truckee, California Western, Diamond & Caldor, and many other short lines, some of which were in their last years of operation.

During the 1939-40 World's Fair on Treasure Island in San Francisco Bay, the Cal-Nev club had an exhibit which Bob helped to staff, and he contributed photos for the display. About this time he began collecting timetables, builder's catalogs, train orders, and just about anything else related to railroading. One of his prized possessions was a train order which covered President Franklin D. Roosevelt's visit in 1938 to review the Pacific Fleet in San Francisco Bay. It mentions that all mainline switches on the route be spiked for the presidential special. Another cherished artifact is a leather-bound book of tickets (one of only 75) issued to influential newspaper men to ride the first westbound Western Pacific passenger train from Salt Lake City to Oakland.

Around this time occurred one of Bob's most memorable moments on the railroad. He had been taking photos at SP's West Oakland yard and was crossing an old oil sump area on a wooden walkway. Thinking the sump was dried up and caked over, he stepped off the walk to take a shortcut and immediately sank up to his knees in the thick, gooey mess! Luckily he was able to reach the walk and pull himself out before sinking more. He walked a short distance to the WP roundhouse, where he was spotted by one of the mechanics. He saw what a mess Bob was and instructed him to get into the cab of a nearby locomotive and take off his shoes, socks, and pants. The helpful railroader then took the items into the roundhouse and steam-cleaned them, saying that Bob's mother wouldn't have appreciated his sorry appearance.

Bob always found railroaders to be a friendly, helpful bunch, and only once in all his sojourns was asked to leave the property. This happened at Keddie, Calif., a key junction on the WP, shortly after the attack on Pearl Harbor. Bob, a WP employee then, had just gotten off a freight which had come down the Inside Gateway line from the north. A railroad bull spotted Bob and made him surrender his Western Pacific pass! Bob's being an employee made no difference to the overzealous cop, who contended that Bob had no business being in the remote location.

College, the Navy, and a rail career

After graduating from high school, Bob attended Merrit Business College in Oakland during the day and took additional evening classes to study freight rates. This program was a two-year commitment, entailing two nights a week. One of his instructors, Dan McKellips, a WP employee, took a shine to his bright young student, and when an opening came in summer 1941 at the road's San Francisco office, he

Bob Searle

The Sierra Railroad's handsome Mogul, No. 34, pours it on east of Keystone, Calif., with a freight for Oakdale, where the beloved short line connected with the SP on March 6, 1945.

March 9, 1940, finds an Interurban Electric Railway train at Melrose in East Oakland. SP electrified 50 miles of its East Bay suburban lines in 1911, then spun them off to subsidiary IER in 1938. When IER quit in 1941, the Key System took over some of its lines.

encouraged Bob to apply. He was hired, and began a railroad career that was to span the next 24½ years. He began by filing correspondence and typing manifests. WP at this time had just come out of receivership and was really pinching pennies. When Bob and others were asked to work late, assembling sets of tariff pages, they received no overtime pay, just 75 cents to cover the cost of supper. The staff also learned to make drinking cups by folding old loose-leaf tariff pages, thus saving the company a few more pennies each day.

About this same time, Bob acquired his first car, a 1936 Plymouth, and in summer 1941, made an extensive trip to Colorado and back, taking photographs of railroading in Nevada, Utah, Colorado, and Arizona.

After the United States entered World War II, Bob joined the Navy, entering service in September 1942. His experience with photography landed him a position as a photographer's mate. He attended the Navy's photography school at Pensacola, Fla., then was sent to train for aerial photography at Norfolk, Va., for a month. Bob was assigned to the photo lab at the blimp base at Elizabeth City, N.C., before finally entering officer's training school at the University of Colorado and then at Northwestern University at Evanston, Ill. He remained stateside for his entire military career, being discharged in November 1945.

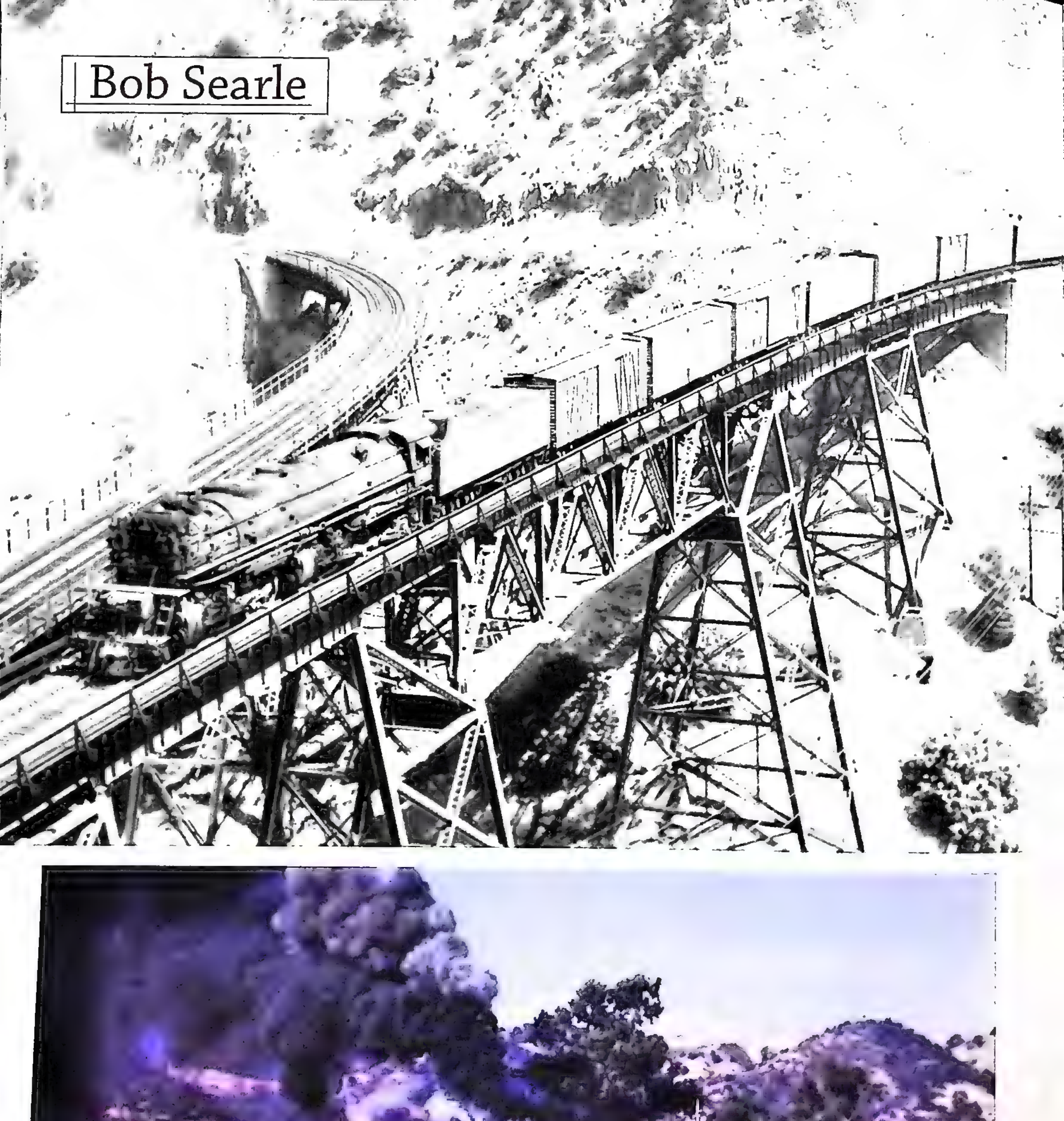
While he was in the Navy, Bob met his future wife, Trudi, at Williamsburg, Va. They were married in 1945, and both traveled to the wedding site on a streetcar!

A new job, but always a steam man

After 38 months in the Navy, Bob returned to his old job with the WP. He started working in the rate department, making rate comparisons for the officers, compiling the few WP tariffs that were not issued from the standards distributed by the Pacific Southcoast Freight Tariff Bureau, and working with sheets which governed the division of revenues where a shipment was routed over two or more carriers. Bob eventually worked his way up to chief rate analyst, but an offer of better pay with Crown Zellerbach Paper Co. enticed him to change jobs. After two and a half decades with Western Pacific, he left the railroad to take up a job doing basically the same rate analysis, this time for a shipper instead of a carrier. While with Crown Zellerbach, he

Amador Central 4-6-0 No. 5 (ex-SP 2023) is outside the short line's enginehouse at Martell, Calif., on November 12, 1937. Fifty years later, AC's Baldwin diesels would draw fans.

Bob Searle



On the Fourth of July 1941, Searle perched above the famous Western Pacific trestles at Keddie, Calif., to record 2-8-8-2 256 leading a westbound down the Feather River Canyon.

All shined up for the occasion, Santa Fe 4-6-4 No. 3450 makes a smoky passage across the Alhambra Trestle at Muir, Calif., with a railfan special on October 19, 1952.

Western Pacific 4-6-0 No. 94, an original engine from the road's 1909 opening, was retained through the 1950's for special events. Searle was at Oakland on August 22, 1960, for her last WP outing: commemoration of 50 years of passenger service to the Bay Area.

attended Golden Gate College to study for the Interstate Commerce Commission practitioner's license, and passed. He worked another 20 years before retiring in 1985.

During much of this time, Bob was still taking railroad photos and traveling by train throughout the country. Over the years he has ridden on at least 45 different railroads in six countries. His favorite roads were Western Pacific and the Sierra Railroad. Because of its proximity to his residences in the Bay Area, most of his photos have been of Southern Pacific. In 1946 Bob purchased a 35mm camera and began taking primarily color transparencies.

With the demise of the steam locomotive, Bob lost much of his interest in rail photography. He still would take the occasional photo, mostly of steam excursions or a special paint scheme, but he no longer had the enthusiasm he did when steam and electrics ruled the rails. He speaks nostalgically when he recalls the sight, sound, and smell of steam. "There is nothing quite like a steam engine," he says. "To me it seemed to be a living, breathing creature, whether sighing and whispering softly at rest, or laboring mightily at full throttle. The steam locomotive exemplified the epitome of raw power as it thundered by, whistle blowing, air pump thumping, and side rods flashing in a blur. To me, this will always be railroading as it was meant to be."

Today, Bob still lives in the Bay Area. He is active at age 86 and travels to many of the local railroad swap meets to display and sell his black-and-white photos. I first met him years ago at Winterail, the large railroad gathering held each March in Stockton, Calif. He had an armload of large-format, professionally printed photos he was showing. We struck up a conversation, exchanged information, and have been friends ever since. Bob has helped me and many others with various railroad history projects. Many of his photos have been used in books, railroad historical society journals, and calendars. I know I speak for many when I say I am very grateful for having met Bob. I and all those with whom he has shared his work are indebted to him for his generosity and kindness. ■

BIRD'S-EYE VIEW
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Three major NYC yards

Selkirk Yard near Albany, N.Y.

Cornerstone of New York Central's $25 million "Castleton Cutoff" improvement project, Selkirk opened on November 20, 1924. Central's objective was to bypass congestion at Albany, where two Hudson River drawbridges and the "Water Level Route's" one big bump, the 1.75 percent West Albany grade between the Hudson and Mohawk valleys, impeded operations where the routes from Boston, New York City, and Buffalo met (West Albany required helper engines on each train). NYC used land on, and near, the right of way of its "West Shore" predecessor for a new 23-mile double-track line connecting the new 1-mile-long, 150-foot-high Alfred H. Smith Hudson River bridge (honoring NYC's president, 1919-1924) and the main line at Hoffman's, near Amsterdam. Selkirk Yard, 10 miles southwest of the capital city, stretched six miles along the line between South Bethlehem and Selkirk, and when built, had 120 miles of new track designed to handle 8,000 cars a day. Selkirk had two hump yards, but only the westbound one received the intended car retarders, in 1927. This photo, from a series made probably in that year, shows the west end of the complex; unseen just beyond the top of the photo at the east end are, among other features, two roundhouses. Selkirk was vastly rebuilt and changed under NYC President Alfred E. Perlman in the 1960's, and has remained a key facility for successive owners Penn Central, Conrail, and today, CSX Transportation.

1. Old New York, West Shore & Buffalo right of way
2. Eastbound receiving yard
3. Icing plant, for refrigerated cars in transit
4. Westbound advance yard (westbound receiving yard is out of photo to the west)
5. Eastbound hump (lacked retarders)
6. Eastbound classification yard
7. Jericho Turnpike road overpass
8. "Motor car track" (northernmost track, running entire length of yard to transport employees)
9. Westbound caboose storage tracks
10. Westbound classification yard
11. Eastbound advance yard
12. Repair shop and yard
13. General Yardmaster's office
14. Eastbound caboose storage tracks
15. Westbound hump (retarders added in 1927)

Photo: New York Central. Research: Jim Shaughnessy.

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Photo: New York Central, early 1957. Research: Fred Furminger, Charlea A. Erler, and John P. "Jack" Lynch.

Frontier Yard in Buffalo, N.Y.

Straddling the border of the city of Buffalo and the town of Cheektowaga to the east, the new yard (named for its home region, the "Niagara Frontier") was part of NYC President Al Perlman's vast 1950's improvement program for the system. Formally opened on March 14, 1957, it replaced the outmoded 1890's Gardenville Yard, supposedly built on Vanderbilt property just to the south. Soon after Frontier was finished, it acquired the nickname "Disneyland," among both railroaders and fans, because so much was squeezed into a relatively small area. Especially troublesome were tight curves on the nine tracks in Group 7 of the 63-track classification yard, on which special wheel-oilers had to be installed. Today as a CSX property, Frontier Yard remains much the same as a half century ago when the photo was taken, except that the volume of cars handled is much less, owing mostly to the disappearence of heavy industry from the area.

1. Mainline milepost 435 (from New York City)
2. Lackawanna Railroad Black Rock Branch viaduct
3. Hump retarders' tower
4. Hump apex and employee building
5. Master retarder
6. South hump bypass track
7. North hump bypass track
8. Broadway (U.S. Route 20), town of Cheektowaga
9. New York-Chicago main (Track 2 left, Track 1 right)
10. Escape track
11. North receiving and departure yard, 8 tracks
12. South receiving and departure yard, 10 tracks (including former mainline Tracks 3 and 4)
13. Classification yard (63 tracks: seven groups of 9)
14. Gravel access road (a.k.a. "Page's Highway")
15. Old New York, West Shore & Buffalo yard
16. Tracks for scrapping damaged or obsolete cars
17. Outdoor RIP tracks (repair-in-place yard)
18. Car-repair shop
19. Diesel house, shop, and servicing facilities (still under construction at time of photo)
20. Fairbanks-Morse diesel switchers
21. 1st, 2nd, and 3rd loop tracks
22. Railroad YMCA, West End Yardmaster's office, train-crew register room, crew facilities
23. Former Wagner car shops/Pullman car shops

MC yard at Niles, Mich.

In the years before World War I, the Michigan Central decided to shorten its Middle Division crew district west of Jackson, Mich., to accommodate the 16-hour crew law. MC closed its westernmost terminal at Michigan City, Ind., and moved it to the northeast edge of Niles in the southwest corner Michigan, 90 miles west of Jackson. One of the few freight yards built under the U.S. Railroad Administration, it involved purchasing 1,100 acres of farmland, excavating 2 million cubic yards of earth, and laying 75 miles of track. It had a narrow, 4-mile-long configuration, matching east- and westbound classification yards, two gravity "rider" humps with a large office building between them, and a third, 6-track classification yard linked to the "cutoff" to MC's Air Line Division, a separate line to Jackson. Locomotive facilities consisted of a 30-stall roundhouse, a six-track shop, a large coaling dock, and a two-story YMCA hotel. Since NYC (which leased MC in 1930) routed most perishables on MC instead of via Toledo, the Niles yard had a huge icehouse. Alas, the yard was built just before automatic retarders came in, so it soon was largely obsolete. An obvious target for NYC's massive late-1950's consolidations, it was closed in 1956 in favor of a new yard in nearby Elkhart, Ind., on the Toledo line. Most of the property visible in this circa-1950 photo remains in place, undeveloped and overgrown. Still standing today: the roundhouse, shop, icehouse, hotel (just out of photo), and the concrete bridges at the summits of both humps.

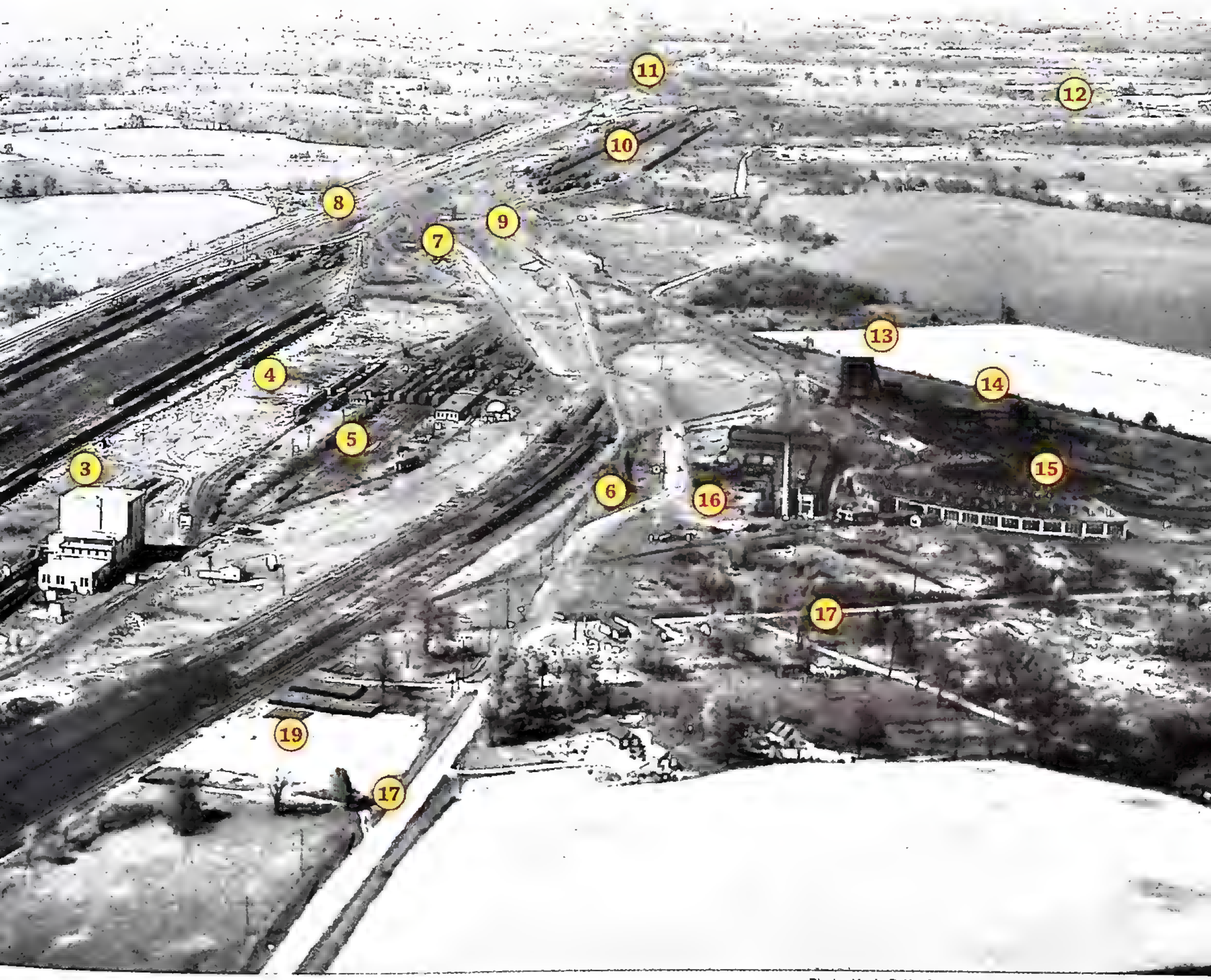


Photo: Kevin P. Keefe collection. Research: Kevin P. Keefe.

1 Double-track Detroit-Chicago main line (1 mile to Niles depot, still used by Amtrak)
2 Westbound classification yard
3 Icehouse (still standing in 2006)
4 Transfer platform
5 Car-repair yard
6 Stores department
7 Yard offices building
8 Westbound hump crest
9 Eastbound hump crest
10 Eastbound classification yard
11 Main line to Kalamazoo (48 miles)
12 Thompson Road viaduct (extant in 2006) over middle of abandoned departure yard on former Air Line cutoff to Jackson, Mich.
13 Coaling tower
14 Water tower
15 30-stall roundhouse, with turntable (both extant in 2006; hotel is just east of roundhouse on Terminal Road)
16 6-track locomotive shop (later used for diesels; still standing in 2006) and power house
17 Terminal Road (built by MCRR in 1919)
18 Eastbound receiving yard (being removed at time of photo)
19 Piles of crossties from dismantled receiving yard

Busy hands, busy feet

Making the most of an *Eagle*'s flight

Six photos, Dan Pope collection

How quickly we rail photographers have forgotten that having a motor drive on our cameras was once a luxury! I remember the days of attaching an "auto winder" to the bottom of my Nikon FG, and thinking how cool it was. This was long before autofocus cameras—so advancing the film *and* keeping the lens in focus at once used to be a real challenge.

I came across this group of six Kodachromes while pursuing my passion for collecting slides of passenger trains. I don't know the identity of the photographer, but I'm amazed at his work. The slides are undated, but the style of the mounts indicates the time to be between May 1952 and August 1955. Imagine being west of the Missouri Pacific depot at Independence, Mo., to witness the passage of the eastbound *Missouri River Eagle*—and to observe the photographer documenting its passing, from overhead on a bridge. What a sight it must have been to watch him in action. Stationed on the west side of the bridge, he first takes a distant shot from north of the double-track main

line, then moves a few steps to his left and fires off three more frames of the train approaching.

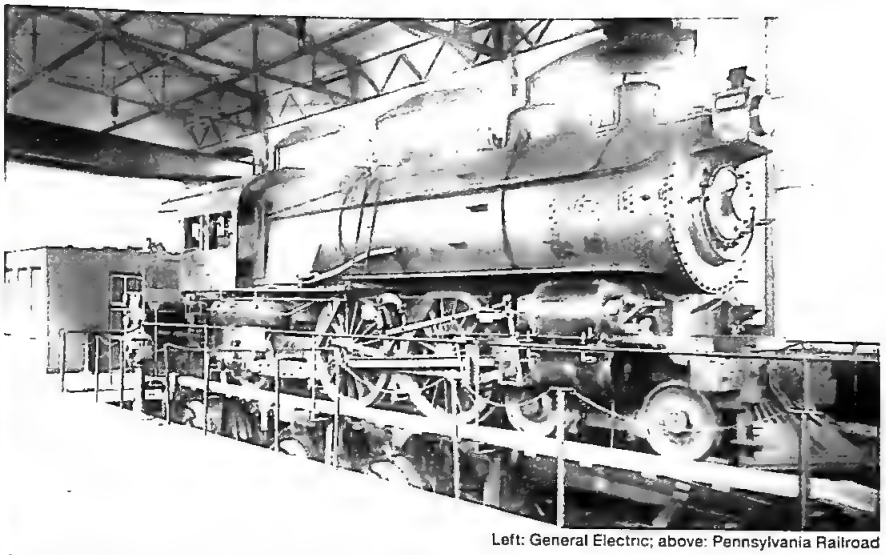
With the twin E8A's passing underneath him, he quickly moves across the bridge and snaps a going-away view of the locomotives. As the train rolls by, he moves to his left and advances the film for the final frame to capture the entire five-car consist, punctuated by the observation car.

Hey, man, whoever you were, thanks for putting your hands and feet to work on that bridge. Neat stuff!—*Dan Pope*

Putting locomotives to the TEST

Dynamometer cars and stationary test plants helped in the design of better locomotives

By William D. Middleton



Left: General Electric; above: Pennsylvania Railroad

An interior view (left) of Nickel Plate Road dynamometer car X50041 shows men at work during a test of GE's prototype gas-turbine locomotive in 1949. Another prototype, Pennsylvania class E6 Atlantic 5075 (above), is pictured on the road's Altoona test plant in 1910.

The testing of locomotive performance has been around almost as long as the railroad itself. The earliest version of test equipment was the dynamometer car, which functions primarily as a vehicle equipped for measuring mechanical force—the tractive force or pull of a locomotive at the tender drawbar—and measuring and reporting the functions of force, time, and distance. The product of force and distance represents the work done; work done in a given time represents horsepower; speed is the distance moved in a given time; and acceleration is the rate of change of speed.

A dynamometer car is equipped to mechanically or electrically calculate these qualities using the pull or force on the dynamometer car, distance measurement, and timing from a master clock, with a large recording apparatus in which the charts are moved proportionately to time and distance to record the data. Other data recorded by a dynamometer car may include fuel and water consumption, train resistance, road gradient or curvature, track gauge, and rail condition. All of these can provide information about motive power capacity and efficiency that can aid in the design of locomotives.

The idea of a dynamometer car goes back to the early years of railroad development. As early as 1836, François de Pambour's *Locomotive Engines* described tests to determine the pull necessary to move railroad trains, and in 1839 Charles Babbage built instruments on a car for Britain's Great Western Railway that recorded tractive force and time on rolled sheets of paper. In 1856 the Great Western's Daniel Gooch built what he described as a "Measuring Van," which was used in a series of resistance trials on freight trains. All of these early devices used a simple spring balance between the tender and a train, and they gave a relatively poor indication of drawbar pull.

In 1862, American engineer and metallurgist Plimmon H. Dudley developed several fundamental ideas regarding the efficiency of train operation at different speeds, and in 1874 he designed and built a dynamometer car generally described as the first of its type. Dudley's recorder, called the dynagraph, incorporated many of the features of later dynamometer cars. The pull of the locomotive was registered on a chart, which was driven from one axle of the car through a hydraulic cylinder attached to the underframe of the car. The cylinder was equipped with two pistons, one to measure buff and the other draft, or pull. Other information entered on the 30-inch graphic record included train speed, work performed, elapsed time, coal and water consumed, and track condition.

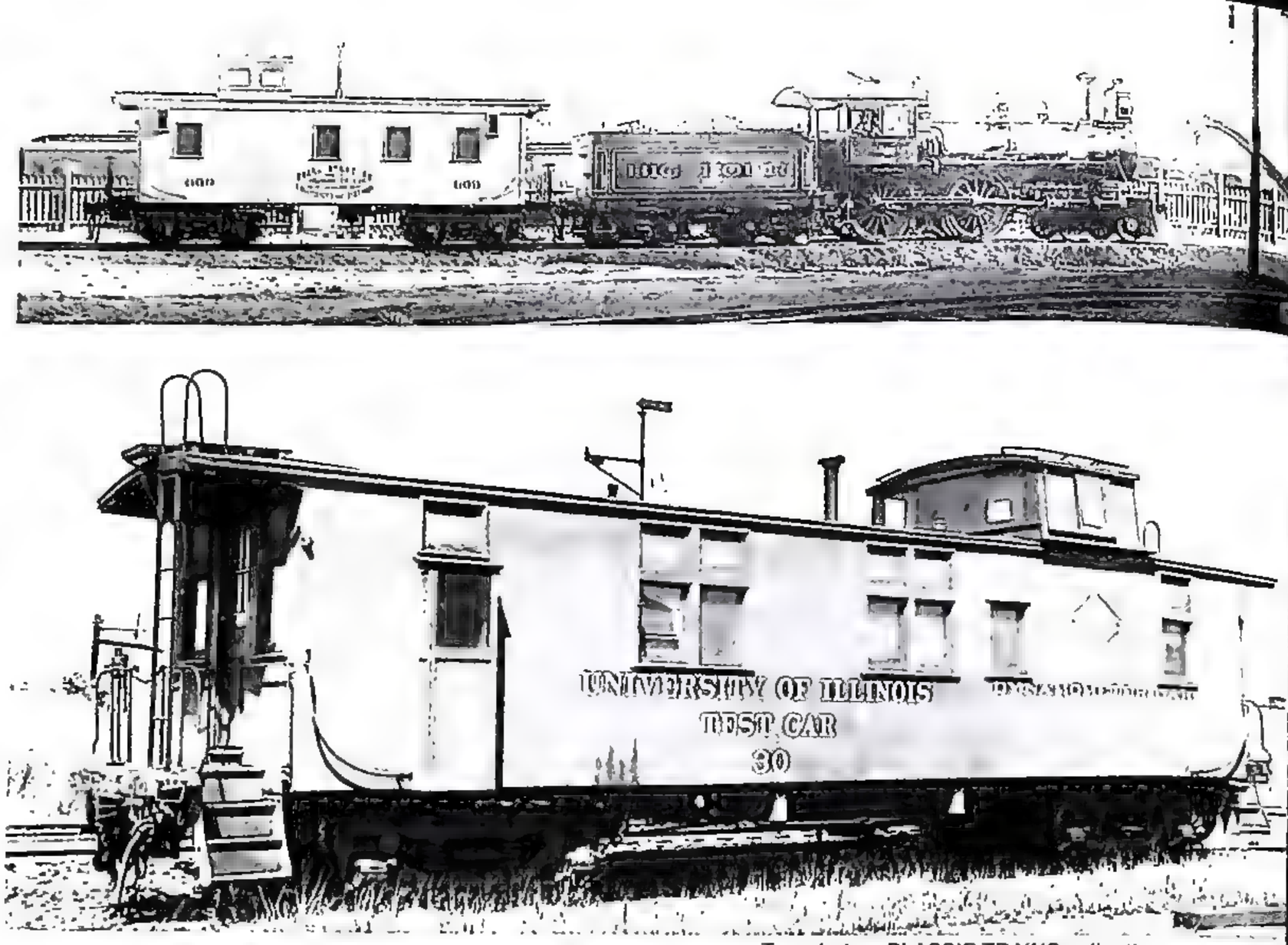
In addition to Dudley's dynamometer car, which ended up on the New York Central, other operators of such equipment over the next several decades included railroads, among them the Erie; Burlington; Pennsylvania; Chicago & North Western; Canadian Pacific; Chicago, Milwaukee & St. Paul; Peoria & Eastern (under lease to the Big Four); Illinois Central; and Chicago Great Western. The International Correspondence Schools, which then offered courses in railroads, even acquired its own dynamometer car, built by American Car & Foundry, in 1903.

Both the P&E and IC worked with the University of Illinois, whose hometowns of Champaign-Urbana they served and which had an extensive program in railroad engineering and an Engineering Experiment Station. The first UofI car was a Big Four caboose equipped by the university, which was later fitted with an unusual "floating" rack inspection device using wheels on a split axle to record variations of track gauge and rail irregularities through oil-pressure cylinders. A second UofI dynamometer car was built in a large caboose-like IC car in 1900, and was twice rebuilt over more than 40 years of service. Later a roof-mounted anemometer to record wind direction and velocity was added.

A third car, built by the IC at its Burnside shops in Chicago in 1943, was typical of more recent dynamometer

cars. The forward end was outfitted with recording equipment, while bay windows on each side enabled observation of the train. The rear of the car was outfitted with living and dining space for a four-person operating staff. The dynamometer apparatus for measuring the pull of a locomotive was under the frame of the car, immediately behind and in line with the drawbar yoke. A piston inside the dynamometer cylinder was forced by the pull on the drawbar into the oil-filled cylinder. The oil pressure on the cylinder was transmitted to a small cylinder of an indicator attached to the car's recording table. Different sizes of cylinder bushings and train-weight springs made it possible to obtain a record of drawbar pull for any load ranging from a single car to a train of 200 loaded coal cars.

Dynamometer cars continued as a regular testing method throughout the steam era. Some unusually extensive dynamometer tests were made in the 1948 Locomotive Exchange Trials in Great Britain, when the newly nationalized British Railways set out to develop standard locomotive designs.



Two photos, CLASSIC TRAINS collection

Peoria & Eastern 609 (top, at Urbana, Ill., with a 4-4-0 of P&E's then-parent, the Big Four Route) and IC 30 (above) represent two generations of University of Illinois dynamometer cars.

Stationary test plants

The accurate recording of boilers and engines, the measurement of coal and water performance, and the taking of indicator cards were all very difficult to accomplish accurately under road-service conditions. Some engineers preferred to test new locomotives in stationary test plants, in which a locomotive could be operated under power in more carefully controlled conditions. However, a stationary plant cannot measure total resistance of a locomotive, tender, and train, or the effects of wind, speed, and curvature.

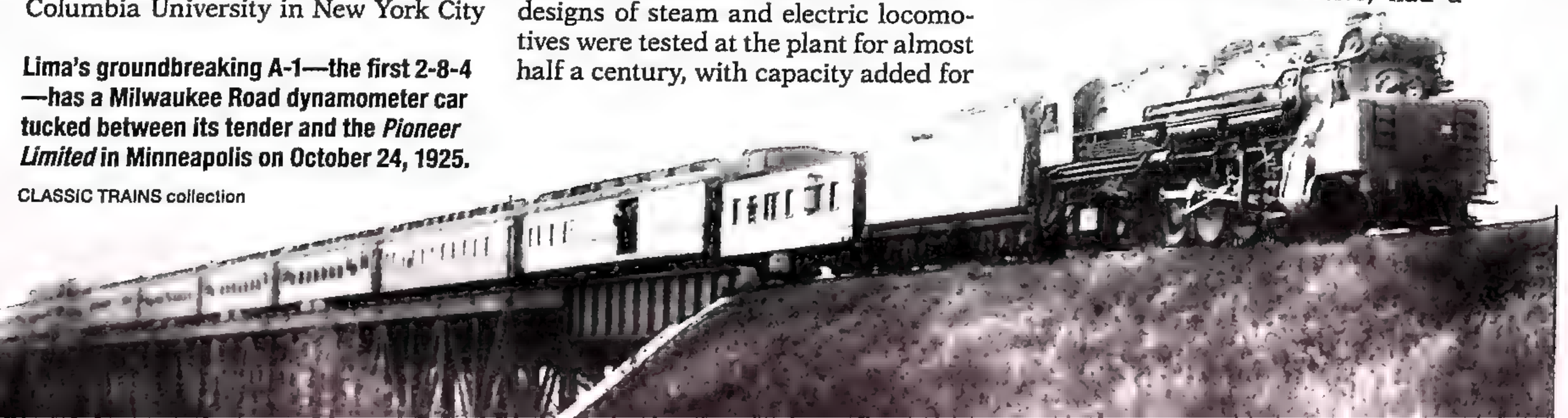
The first locomotive-testing plant was designed and built in 1891 by Prof. W.F.M. Goss of Purdue University at West Lafayette, Ind., where it operated in locomotive performance tests for many years. In 1894 the Chicago & North Western installed a temporary test plant at South Kaukauna, Wis., followed a year later by the installation of a permanent plant in Chicago. In 1899, Columbia University in New York City built a test plant in its mechanical engineering laboratory to operate a 4-4-2 locomotive donated by the Baldwin Locomotive Works. Still other test plants were built in Europe. In 1904, the Putiloff Works at St. Petersburg, Russia, completed a plant designed by M. V. Goloboloff and S. T. Smirnoff, and a year later G. J. Churchward of the Great Western Railway completed a similar plant at the Swindon Works in England. Still other testing plants were built at Rugby, England; Vitry, France; and near Berlin in Germany.

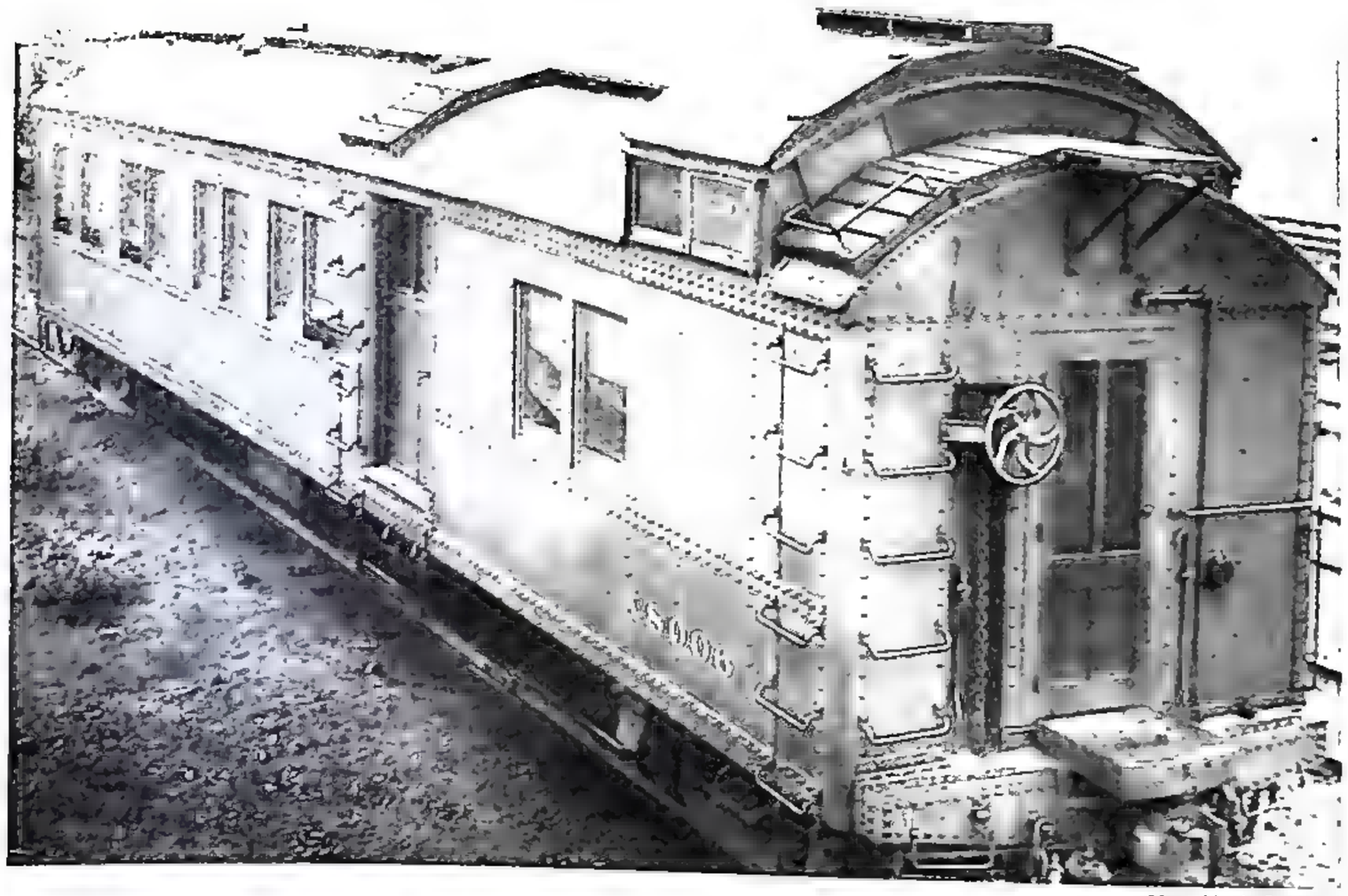
Probably the best known and one of the largest of these in North America was the Pennsylvania Railroad's test plant at its Altoona, Pa., shops. Designed by PRR's mechanical engineer, Axel S. Vogt, the plant was operated at the 1904 Louisiana Purchase Exhibition in St. Louis, and installed at Altoona the following year. Locomotives were installed on rolling wheels, or drums, which in turn had braking equipment so that operation of a locomotive with trains of varying length and tonnage could be simulated. New designs of steam and electric locomotives were tested at the plant for almost half a century, with capacity added for the Pennsylvania's increasingly large and powerful engines. The plant's last tests were conducted in the mid-1940's, when the unorthodox T1 and Q2 duplex-drive and S2 turbine steam locomotives were introduced. The last tests were with PRR's class Q2 4-4-6-4 duplexes, which developed a 100,000-pound tractive effort and almost 8,000 indicated horsepower.

The University of Illinois completed an even larger test plant in 1913. The supporting bed for the locomotive was fitted with four sets of axles and wheels 52 inches in diameter that could be adjusted to the spacing of the driving axles. Brakes for the test unit were mounted at each end of each supporting axle. Each brake consisted of three cast-iron disks that operated between water-cooled copper diaphragms, which absorbed the energy of the locomotive. Varying the water pressure between the cast-iron disks and diaphragms dissipated the power generated. A dynamometer, installed at one end of the test bed to measure the tractive effort of the locomotive, had a

Lima's groundbreaking A-1—the first 2-8-4—has a Milwaukee Road dynamometer car tucked between its tender and the *Pioneer Limited* in Minneapolis on October 24, 1925.

CLASSIC TRAINS collection





New York Central

New York Central X8006 was a 1923 product of the road's West Albany (N.Y.) Shops. It was similar to other dynamometer cars of the era, such as NKP X50041 (Standard Car, 1924).

capacity of 125,000 pounds, more than half again that of the Pennsylvania's original Altoona plant. In addition to locomotive testing, the plant could conduct other types of studies as well. In 1917, for example, UofI used a Baltimore & Ohio 2-8-2 Mikado to make comparative tests of six different sizes of Illinois coal for two dozen railroads, suppliers, and coal companies.

Testing in the diesel age

Both the original hydraulic dynamometer cars and stationary test plants have gradually disappeared since the advent of diesel-electric locomotives. A number of retired dynamometer cars can be found at railroad museums. Examples include UofI-IC car 30 at St. Louis's Museum of Transportation; a Norfolk & Western car at the Virginia Museum of Transportation in Roanoke; a Milwaukee Road car at the Illinois Railway Museum in Union; a Southern Pacific car at the California State Railway Museum in Sacramento; a Chesapeake & Ohio car at the B&O Railroad Museum in Baltimore; and a Nickel Plate car at the Mad River & NKP Museum in Bellevue, Ohio.

The dynamometer car has been replaced by what are usually called "test cars," which rely largely on electronic data transmitted from the locomotive to a special car coupled to it. Almost all of this work now is done by the two principal locomotive builders, General Electric and Electro-Motive Diesel, each of which operates two test cars.

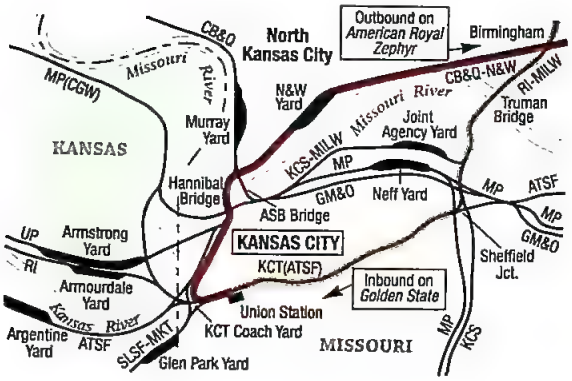
Modern diesel-electric locomotive evaluation requires testing and verification of many subsystems, as well as an integrated test of the entire locomotive. Subsystem testing can usually be accomplished on the locomotive itself, while cabling into the adjacent test car is often required for overall integrated testing. Changes to one subsystem to meet special requirements, such as tunnel operation, high-altitude service, and the like also require separate testing. Increasingly, however, the capabilities of the on-board locomotive systems are reducing the need for additional external installations, with data available from the locomotive by satellite and laptop computers. To record tractive-effort performance, the modern test car, instead of using the old hydraulic dynamometer, is usually equipped with a strain gauge, or extensometer, in the drawbar, which measures minute deformations of the test instrument to record tractive and brake effort.

Dynamometer tests of steam locomotives had been only a memory for a quarter-century when the technology came back for a grand final performance on August 22, 1977. The occasion was one of the Southern Railway's periodic steam excursions, operated that year by ex-Texas & Pacific 2-10-4 No. 610. TRAINS magazine editor David P. Morgan had suggested that a test of the big engine's performance would be interesting, and Southern President L. Stanley Crane had made the necessary arrangements. A dynamometer car was not available, but Southern produced its test car R-2, which was equipped with strain gauges in drawbars at both ends of the car that could record the tractive and brake effort from the locomotive. The car also recorded and plotted on a continuous paper roll speed, mileposts, pull and buff at the head end, and train resistance at the rear during a run between Alexandria and Monroe, Va., during which the 610 reached a maximum output of more than 4,000 drawbar horsepower. ■

This article was adapted from the *Encyclopedia of North American Railroads*, edited by William D. Middleton, George M. Smerk, and Roberta L. Diehl, to be published by Indiana University Press in Spring 2007.

Bruce R. Meyer

SD45X 5740, retained by Electro-Motive for use on tests, leads EMD test car ET800 and two other test vehicles converted from F units north of Joliet, Ill., on the EJ&E in January 1973.



One day at . . .

Kansas City

By J. David Ingles • Photos by the author

If you remember when Wilbert Harrison's 1959 hit single "Kansas City" was ranked No. 1 on the record charts, you definitely meet the "majority CLASSIC TRAINS reader demographic." I was still in high school, but that was the first year I saw K.C. in a railroad context, not counting childhood visits to my grandparents. In '59, Dad had learned about a line of dead Santa Fe 4-8-4's and such out at Sheffield Steel on the city's east side, and we made a weekend auto trip down there from Michigan to look them over. Santa Fe was the railroad of his youth, in Oklahoma. And while I remember those dead iron horses, I also fondly remember Gulf, Mobile & Ohio's daily motor train to Illinois—and regret to this day that I didn't have sense enough to say to Dad, "Meet me at the next station—I want to ride it," either at Union Station or out at Independence. It came off in 1960.

That fast '59 weekend would be the first of many visits to K.C. over the next decade, and I can't say exactly how many preceded the trip I describe here, which was soon after New Year's 1968. Suffice to say I was familiar with Kansas City's layout of railroad yards and engine terminals, and when presented with a rare two consecutive days off from my newspaper job in Springfield, Ill., I planned another trip.

This time, Kansas City was primarily a convenient destination for a ride on my "to do" list: the by-then-endangered Rock Island-Southern Pacific *Golden State*. I'd ridden the Santa Fe, Wabash/N&W, and Missouri Pacific into K.C. from the east, and so scheduled a Rock Island ride west from Chicago, one night in K.C., and a return on the Burlington. Early on Wednesday, January 3, after work, I slept my way up to Chicago on GM&O 6, the *Midnight Special*, so I could make Rock Island 3's 11:25 a.m. departure from La Salle Street Station. I would be blessed on the morrow with a bright sunny and not uncomfortably cold day, with a light snow cover. One can do a lot worse in January in the Heartland.

My *Golden State* ride was pretty much routine, but I was able to detrain and walk up to take a front-end photograph during the long stop for crew change and servicing at Rock Island, Ill. Behind

The first target of the day, KCS's *Southern Belle*, leaves Union Station at 9:45 (above) for New Orleans. After some quick shots on the east depot platforms, my next port of call was the Katy roundhouse, behind which a Frisco Baldwin VO (left) worked the back end of a run-through freight off Union Pacific. In a platform photo (far left), Chicago & Eastern Illinois 43 (its only E9) and an E8 of parent MoPac await the 11:30 departure of the *Missouri River Eagle*. Passing by on Kansas City Terminal's main line is a Chicago-bound Santa Fe freight behind GP20's. KCT 52, one of its five remaining (of nine) Alco S2's, waits with a transfer caboose to move east.

An EMD F7A, a re-engined Alco FA, and two GP40's waited for a call at Katy's old stone roundhouse; behind me were two yard switchers.

Staying just out of the Katy roundhouse's shadow is Union Pacific S4 1157, southbound on the Frisco-Katy main with a transfer cut from Armstrong for either or both of the MKT/SLSF yards.

Not far from the Katy roundhouse, a Frisco freight with a mixed consist of a GE U25B and three GP35's is ready to head for Fort Scott, Kans., and then either Springfield, Mo., or Tulsa, Okla.

our three E units (RI E8 646 and SP E9's 6051 and 6054), about all that is visible is leaking steam vapor! Our 13 cars were three express boxcars and an SP baggage car; RI baggage-dorm 820; SP sleepers 9007 (a 10-roomette, 6-bedroom car) and 9401 (12-bedroom), coffee shop-tavern 10409, and coach 2368; plus RI coaches 339, 341, and 310 *Long's Peak*, and lounge 481 *Pacific Shore*.

We had a moderate load of restless riders, and I can recall nothing special about either lunch or dinner in the diner. The "special service charge" of 50 cents for Chicago-K.C. coach passengers that RI assessed was a minor nuisance, by this time kept simply to discourage patronage, and probably at SP's instigation. We covered the portion of the route new to me—west of Davenport, Iowa—after dark, as expected, and were a bit behind our 9:10 scheduled arrival into Kansas City Union Station. I checked into a downtown hotel and next morning secured a rental car for the day. My game plan, as usual, would be keyed to passenger trains (they had schedules) and railroads I didn't see much of in Illinois.

Heading back to Union Station first on that sunny morning of Thursday, January 4, I went inside to take notes from the arrivals and departures board. Walking outside to the Grand Avenue over-

One of KCS's four Alco RS1's, in "Deramus red," heads west from the Joint Agency yard with boxcars for customers near downtown.

pass just east of the depot, I photographed Kansas City Southern train 1, the *Southern Belle* for New Orleans, pulling out at 9:45 with one of KCS's five former Maine Central E7's in the lead. After getting some quick shots down on the east-end platforms, I drove southwest to the Katy's engine facility, just inside Kansas off Southwest Boulevard a bit over a mile from Union Station. Behind the Katy's old stone roundhouse was Frisco's main line, where I photographed 1945 Frisco Baldwin VO switcher 234 at work, a Union Pacific Alco S4 on a transfer, and an outbound Frisco freight. Katy itself, which I think ran only a couple of daily road freights in and out of K.C., had a four-unit road set and two switchers present, an EMD and a re-engined Baldwin.

I had some time before I wanted to be back in the immediate Union Station area for some midday passenger trains and so drove out to the farthest-east facility on my checklist, what we then called "the Joint Agency," whose yard (now called Knoche) and nearby engine terminal served the KCS and Milwaukee Road. There I photographed a "Deramus red" KCS Alco RS1 and, right behind it, a Santa Fe Fairbanks-Morse 1,000 h.p. switcher, returning caboose-light back to Argentine Yard over in Kansas.

The custom in those days was for transfers to deliver cars to other roads' yards, but return to their home base without cars. On another K.C. visit, I remember seeing three or four transfer caboose hops, each from a different railroad, lined up coupler-to-coupler, wait-

Right behind the RS1 comes a Santa Fe FM switcher, heading back to Argentine Yard over in Kansas after delivering an interchange cut. "Caboose-light" homeward treks were the norm.

N&W's North Kansas City roundhouse had been home to Wabash's Lima-Hamilton switchers; after the 1964 merger, former Nickel Plate Alco RS3's took over the yard and transfer duties.

A westbound Santa Fe freight with passenger F units is passing through Union Station as it nears the KCT junctions guarded by Towers 4 and 3.

Seven "Warbonnet" F's lead Santa Fe's eastbound *Chicagoan* toward Union Station. The rear end is clearing the Tower 4 crossing of the Frisco.

Right behind the *Chicagoan* comes the *Tulsan*, passing another freight led by passenger F's.

ing east of "the Narrows" near the ASB and Hannibal bridges over the Missouri River for a freight to clear so they could all continue home from their deliveries to the MoPac or Joint Agency yards. (Translating the bridge names, that's Armour-Swift-Burlington, *i.e.*, two meatpackers and a railroad, and shorthand for the Hannibal & St. Joseph, a CB&Q predecessor.)

A quick stop at MP's Neff Yard next door netted a run-through New York Central GP20 in the fuel racks. It must've felt right at home, since NYC's GP20's and MoPac's legions of GP18's all lacked dynamic braking. After shooting a red KCS GP7 and a Milwaukee FM H16-44 working across the Joint Agency yard, I drove west to Norfolk & Western's roundhouse in North Kansas City. This had been home for Wabash's dozen Lima-

The round-end observation-lounge-buffet car on Burlington's *Kansas City Zephyr* is right behind the RPO-baggage because the train will combine with another at Galesburg, Ill.

Running late, UP's *City of St. Louis* comes down off the top level of the Kaw River bridge. Kansas City Terminal's coach yard is at left.

Hamilton switchers, which the road re-engined with Alco prime movers from traded-in FA's in 1962. After the 1964 merger, N&W replaced them with former Nickel Plate RS3's, several of which were on hand.

It was then time to get back to a point just west of Union Station on the Kansas City Terminal main line, right by the throat to the coach yard and roundhouse. This is also where the westward approach to KCT's double-deck Kansas ("Kaw") River railroad bridge begins. (Today, the new KCT/BNSF Santa Fe Junction flyover gets airborne about here.) First, a westward Santa Fe freight showed up behind "Warbonnet" passenger F's, quickly followed by the two eastbound Santa Fe passenger trains I expected, led by No. 12, the *Chicagoan*, from Dallas, behind seven perfectly set up F units (an A unit on each end, B's in between). Right after 12 came No. 212, the five-car *Tulsan* from its Oklahoma namesake, behind E8M No. 80. Both were on time, making the advertised connection from the terminating *Tulsan* to the Chicago train work perfectly.

Burlington 36, the *Kansas City Zephyr*, was next, departing Union Station behind E9 9987A at 12:20 p.m. for Chicago. It would combine at suppertime at Galesburg, Ill., with the *Nebraska Zephyr*, becoming the front portion, which explains why the *KCZ*'s round-end observation-lounge was first up behind the RPO-baggage car. As another westward Santa Fe freight loped through behind more Warbonnet F's (F3 No. 16L leading), Union Pacific 10, the *City of St. Louis*, rumbled down off the Kaw Bridge's top level. Due into Union Station at 10:15, the train had been pegged accurately on the A&D board to arrive at 12:20. The A-B-A yellow E units would be swapped out for blue N&W power for the run to St. Louis. Before I left, CB&Q 20, one of three daily nameless Omaha-K.C. locals, which had been due in 12:10, backed past after wyeing at KCT's Tower 3, with an E8 ahead of four cars. The turnaround set up the same consist's departure as train 21 at 5 p.m.

This finished the daytime passenger action I cared about on this winter's day. I had skipped the 11:30 departure for St. Louis of MoPac 16, the *Missouri River Eagle* (behind the C&EI E9 and MP E8 duo I'd shot at the platform), out of the station's east end, and I didn't see the eastbound *Golden State*. It was expected in, the A&D board said, at 12:20, which would've made it 50 minutes off sched-

Half of Santa Fe's eight brand-new FP45 passenger units presented themselves at the Argentine Shop; also on hand: an E8M and FM switchers.

Run-through Cotton Belt-Southern Pacific power kept home-road units company at Rock Island's Armourdale engine terminal. A Whitcomb 70-ton switcher was in the storage line.

Fresh in from Decatur, Ill., and Moberly, Mo., in mid-afternoon was this westbound Norfolk & Western freight, entering the yard at North Kansas City behind a GP40 and three GE's.

ule. Late trains often get later, though, and I'd seen the train around Chicago numerous times. Likewise, the arrivals between 2 and 3 p.m. of MP 17, the westbound *Missouri River Eagle*, and N&W 203, the *City of Kansas City*, were not worth hanging around for, as they were familiar to me in St. Louis.

Therefore, I next checked out a few more engine terminals, over in Kansas City, Kans.: UP at Armstrong (highlights being Alco RS27 676 and GE U50 34); Santa Fe at Argentine (a brand-new FP45 quartet and E8M 84); and Rock Island's Armourdale (RI and Cotton Belt-SP run-through GP35's; RI EMD switchers; and stored Whitcomb 70-tonner 1007). As daylight began to wane, I drove by North Kansas City again and found an N&W freight arriving from Moberly, Mo. The Joint Agency's engine terminal this time presented a nice KCS three-builder switcher lineup (Alco-EMD-Baldwin), all in the previously standard black with white trim; a KCS road quartet with two GP30's; and the same MILW H15 as earlier, No. 419, at work, this time much closer to me and my camera.

The sun was almost down around 4:15 out at Birmingham, Mo., when I shot N&W 212, the *City of Kansas City* returning to St. Louis, as the tiny two-car train slammed across the diamonds

Two of KCS's 20 GP30's and two F-unit boosters rest on a Joint Agency service track; behind the camera: an Alco-EMD-Baldwin switcher trio.

of its double-track main (shared with CB&Q) and the double track shared by Rock Island and Milwaukee. I stopped by Neff Yard again in twilight, finding Kansas, Oklahoma & Gulf F7 844, in MP's solid "Jenks blue," the best photo subject (*f* 2.8 at 1/15 second). With three-plus rolls of Kodachrome exposed on the day, it had been a profitable "24-hour layover" between two trains new for me.

I turned in the rental car and got back to Union Station in time to make the 8:15 p.m. departure of Burlington 56, the *American Royal Zephyr* for Chicago, on which I enjoyed the comforts of a roomette for coach fare plus $5 or $10. The train was advertised to carry a Slumbercoach, but the car was CB&Q 481, formerly named *Savanna*, built by Pullman-Standard in 1948 with 6 roomettes, 8 duplex roomettes, 1 compartment, and 3 double bedrooms for the *North Coast Limited* and I believe still painted in Northern Pacific's two-tone "Loewy green." The consist I noted after detraining at Chicago Union Station on Friday morning showed 14 cars behind four E units, but keep in mind that like the day trains, the overnight *American Royal* combined at Galesburg, with No. 30, the *Ak-Sar-Ben Zephyr* from Lincoln, Nebr. A routine ride south on GM&O's 11:10 a.m. *Limited* got me back to Springfield in comfortable time to go to work in late afternoon. ■

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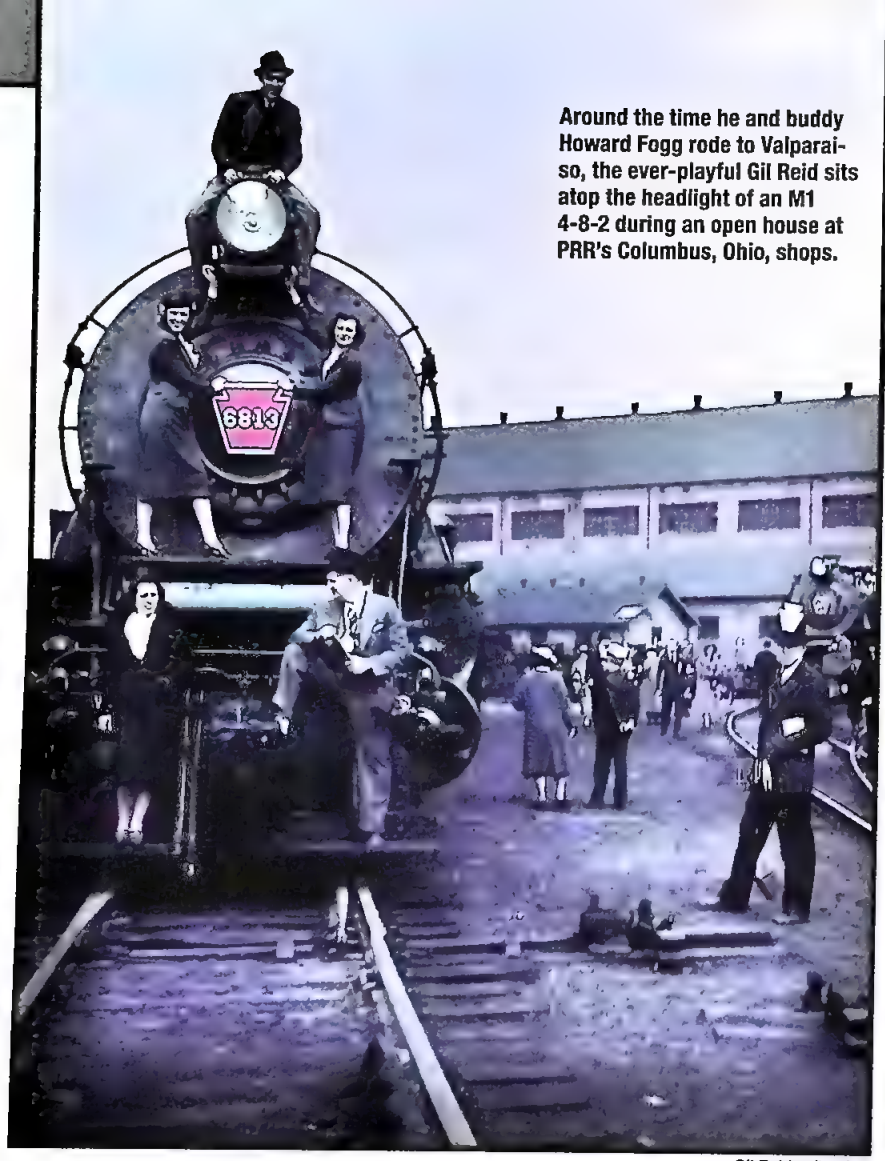
For more on Kansas City Union Station and its trains in the classic era, visit our Web site, www.classictrainsmag.com

The dual-railroad character of the Joint Agency is seen in this yard job, with a Milwaukee FM H16-44 and a Kansas City Southern transfer caboose; today it's a KCS-IC&E facility.

Last action shot of the day: N&W 212—a "Pocahontas region" GP9 pulling the former *Blue Bird* baggage/lunch-counter/lounge and a coach—slows a bit for the diamonds at Birmingham, Mo.



Around the time he and buddy Howard Fogg rode to Valparaiso, the ever-playful Gil Reid sits atop the headlight of an M1 4-8-2 during an open house at PRR's Columbus, Ohio, shops.

Gil Reid collection

Indiana train-ride trilogy

A noted artist and Hoosier State native remembers trips on the Pennsylvania, New York Central, and Monon

By Gil Reid

Night ride to Valpo

One day in 1940 or '41, I was in my Chicago apartment trying to make up my mind about whether to run down to Richmond, Ind., my hometown, for the weekend. The phone rang.

"Hey, Throttlenose!" It was Howard Fogg, my railfan buddy from art school who later became a great rail artist. "Let's take a ride on just about the last open-platform observation car pulled by a K4 in this world!"

The train was the Pennsylvania Railroad's *Southland*, an overnighter to Cincinnati. All thoughts of Richmond were dispelled while Fogg went on about steam and rear-end-riding at night through the South Side of Chicago, Hammond, and Gary on a fast passenger train. It would be a very late departure, close to midnight, with the first passenger-discharge stop after 63rd Street (Englewood) being Valparaiso, Ind., 44 miles east. Let's go!

We purchased first-class tickets at Union Station, one-way. We had no idea how or when we could get back to Chicago, but, being young and foolish, we weren't concerned. The agent tried to sell us seat tickets, but we had no truck with that.

So, armed with our first-class fares, we entered through one of the south gates, where our train awaited. Walking down the ramp, we saw the welcome green and red marker lights on the open-end observation car. With light hearts and cheerful smiles we approached the conductor and attendant guarding the entrance to our chariot. They were reluctant to allow us aboard the train with only first-class tickets but no seat or berth reservations. Fogg and I explained we intended to ride the observation platform only, and would detrain at Valparaiso. After some more talk, we were permitted to board the car and access the rear platform.

We didn't have cameras or sound recorders—we just wanted to absorb all we could of pure Pennsylvania Railroad sounds and soot and whatever else might blow in our direction on the anticipated journey.

No one else took seats on the platform, so we had it all to ourselves. The train started with a gentle lurch, and we were on our way, threading through the double-slip switches of Union Station. The night air was balmy, and soon the delightful odor of

coal smoke saluted us, along with great wheel noises from under our feet—*whammy debank clumpity zap*—with a faint sound of the laboring K4 at the head end. We were riding within uncountable parallel tracks, but gradually the rails reduced in number as we rode south toward Englewood.

Off to our left as we rode backwards, we spotted a brace of Pennsylvania locomotives being groomed for future runs—the weird lighting and smoky haze of steam and smoke gave the scene a ghostly quality.

Soon the train slowed to a walk for the Englewood station stop. As soon as our car cleared the Rock Island diamonds, the engineer brought the train to a stop. An optical illusion made the scenery to the rear look as if everything was moving toward us, or that the train was backing up.

Out of Englewood, we really started to roll. The New York Central's main line was to our right. We flowed by refineries and steel mills, all working full blast at night. Then came a rush of noise as an inbound freight ripped past. What a show! The whistle of our speeding K4 up front wailed a mournful warning for the many road crossings as we raced through the darkness.

Too soon "Valpo" came, and we climbed down from our Pullman to stand on the asphalt platform. We watched our train disappear in a swirl of steam, cinders, and whistle noise.

Now to find a way back to Chicago. There were no trains due until the early morning. Undaunted, we found the bus depot and bought tickets to Chicago. The Greyhound was not as thrilling as that ride we had on the train, but we were glad to find a way back, and settled down to sleep. I dismounted at 63rd Street, Jackson Park. After a short walk to my apartment, I hit the hay about 4:30 a.m.

Mistake at Muncie

It was a bargain a rail enthusiast could not resist, one of those special weekend round-trip excursion fares many railroads offered back in the late 1930's. For just $3.75, I could ride New York Central's Big Four Route from Indianapolis to Cleveland and back. The excursion rate was not good on the *Southwestern Limited*, the top train on the route, but I could settle for less and have just as much fun. Also, it was valid only from Friday midnight to Sunday midnight, which meant that a good part of the weekend would be spent on the train. Of course that didn't really bother me, either.

I left Indianapolis late Saturday evening, with an early-morning arrival 283 miles later at Cleveland Union Terminal, which at the time was still less than 10 years old. I checked out CUT's interlocking plant and yard, then took a short trip east on the NYC to Collinwood to watch the electric locomotives tie onto passenger trains scheduled to go west through the terminal. I also rode the Shaker Heights rapid-transit trolley line, an interesting operation.

All too soon, the time came to get back on a Big Four train to Indianapolis, a trip that turned out to be very interesting as well.

Our departure from Cleveland was routine, followed by several easy station stops and good running between them. By the time the train reached Muncie, Ind., most of the passengers were dozing. After a smooth start, the Hudson up front had just reached a satisfying gait when we made a rather abrupt stop. Then came three blasts of the whistle. We backed up all the way to the Muncie station, where the irate conductor was standing on the platform waiting for his train. What happened?

It seems a trainman had given the engineer the highball without making certain the conductor was aboard, and then had us go back to retrieve him. With the captain back on board, we continued west, but this time the quick start from Muncie was somewhat ragged. Soon the conductor and trainman came rushing through our coach, both with rather grim looks on their faces. I imagine that, when they reached a private spot (perhaps the baggage car), some intense words passed between them.

I've often wondered if a delay report was made.

F3 to Monon

Back in the 1950's, when I was working for Kalmbach Publishing Co. but before I moved my family to be with me in Milwaukee, the Monon Route played an important role in getting me to and from Indianapolis to visit them. Every other weekend, I would catch the Milwaukee Road's *Morning Hiawatha* to Chicago, transfer to Dearborn Station (or "Polk Street," as some called it), and ride the Monon's *Hoosier* down to Boulevard Station, Indianapolis. But these were not my most memorable Monon miles.

During the late '40's, I was trying to be a salesman in Chicago, selling glass jars and bottles. I didn't fit the job in any way, but that's another story. I was in the company office downtown when the phone rang. I answered, thinking it might be an order coming in. It wasn't. Instead a familiar voice hailed me with, "Reid, ya wanna ride an F3 diesel to Monon and back?"

It was another short-notice, can't-turn-it-down invitation from Howard Fogg, visiting Chicago from his home in New Jersey. This time it was an 88-mile jaunt down to the crossroads, and namesake, of the Monon. "You bet!" I told him.

"Well, get on down to Polk Street Station—I'll see you there. I have passes for a cab ride. There's just enough time after we get to Monon to get a slice of homemade apple pie at a restaurant next to the station. Then we'll get the *Thoroughbred* back to Chicago." Those cab passes may have been courtesy of John W. Barriger, then president of the Monon and a longtime patron of Fogg's.

Well, the rides were great. It was the first and only time I rode an F3 on the main line. The view from the cab took some getting used to. Overpasses and truss bridges seemed way too small for a full-sized locomotive, and the tracks looked like narrow gauge. The crews provided a running commentary on the regular features of the run. At one place, a friendly lady would watch for the train, and the mail clerk would toss a newspaper in her direction. Further along, a bunch of kids were playing chicken on the tracks, so the engineer let 'em have it with the horn.

The day was a beauty. I had to pad my sales report with some fiction, but I moved on to better things soon, anyway. ■

TRAINS MAGAZINE

For 25 years, author Gil Reid has painted scenes for the Christmas cards of railroad executive Chris Burger. See a sampling of the artwork in the December issue of TRAINS.

Crescent City Nirvana

James G. La Vake

What better place to watch passenger trains from in 1960 than the cab of a depot switcher?

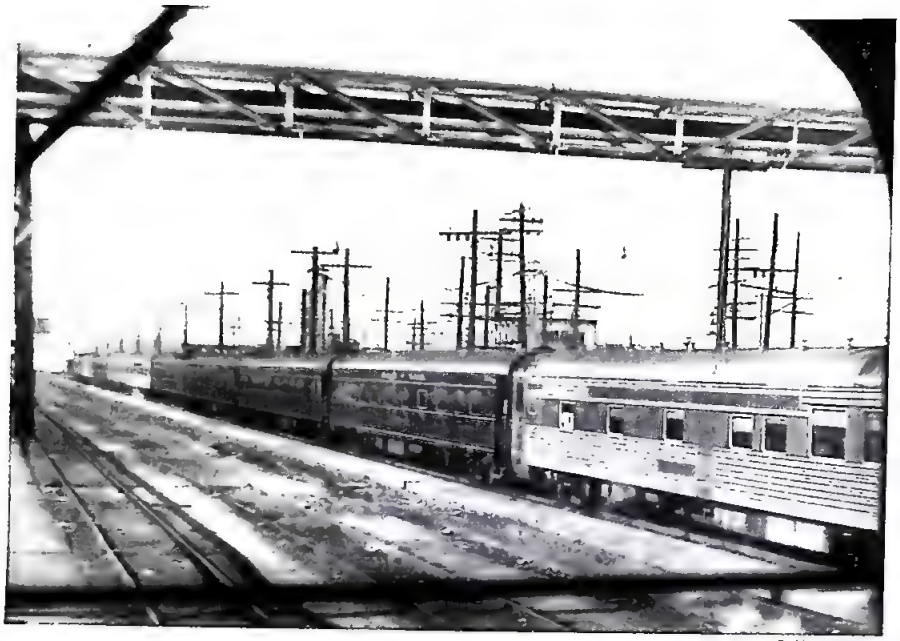
By C. K. Marsh Jr.

It was a great job. In 1960, with less than three months seniority as a fireman on the Louisville & Nashville, I was holding down a regular 8 a.m.-to-4 p.m., Monday-through-Friday switch-engine job on the New Orleans Union Passenger Terminal. Let me explain.

L&N's 144-mile "alphabet division" —actually, the MNO&P, which stood for Mobile, New Orleans & Pensacola—stretched along the Gulf Coast from Pensacola, Fla., to Mobile, Ala., to New Orleans. As today's owner, CSX, would be reminded by Hurricane Katrina in 2005, the MNO&P was the remaining "railroad that went to sea" after Florida East Coast lost its line that hopped across the Florida Keys in the disastrous 1935 hurricane. At night on the L&N line, at the several places in Mississippi and Louisiana where the MNO&P crossed wide and deep tidal estuaries, we could see only the stars above, the searchlight-style trackside signals, and ships at sea.

This was remote territory. Most crews lived in the Mobile area and worked out and back in both directions. The real money was made on the road jobs, both passenger and freight, and there was an abundance of both. Thus the old L&N heads coined their money by working the varnish, the well-known passenger trains named *Pan-American*, *Humming Bird*, *Gulf Wind*, and *Crescent Limited*. Those of intermediate seniority settled for through freights and pool jobs. A few homesteaders staffed the Crescent City's lone commuter train, a Monday-

On April 19, 1954, when New Orleans Union Passenger Terminal and its three blue-and-orange SW8's were all brand-new (and six years before I'd work there), engine No. 2 shoves express cars past Clara Street Tower.



C. K. Marsh Jr.

C. K. Marsh Jr.

James G. La Vake

L&N cars, including observation lounge *Royal Street* (still active today) at the right, dominate an October 1960 view (top) of the coach yard from a switcher's cab. SW8 No. 3 (above), on which I worked on my first NOUPT job, drills the head-end tracks in 1954. In the photo at left, look closely and you'll see the 3-foot section of railhead that had broken off, and which we passed over. My engineer, Mr. McGloin, carefully extracted us without harm.

to-Friday run from Pass Christian, Miss., 63 miles out, that brought Magnolia State residents into the heart of the "city that care forgot," as well as the switch engines at Gentilly Yard in New Orleans and around Mobile.

My fledgling seniority earned me a couple of student trips to New Orleans, then the 16-hour local freight each way from Mobile to Gentilly and back. This quickly devolved to erratic night-time switch-engine assignments along Mobile's docks and at Sibert Yard, amidst the odors of a nearby paper mill and steamy tidal flats.

August weather in Mobile is brutal. All a rookie could do was sit around the boarding house, interrupted by an occasional sortie to Wintzell's (a local oyster bar) for cold beer and crustaceans, and wait for the unpredictable calls to fill out a crew. Right after getting off work in the morning, I did have some time to explore the area, but otherwise it was home to bed while waiting for another call.

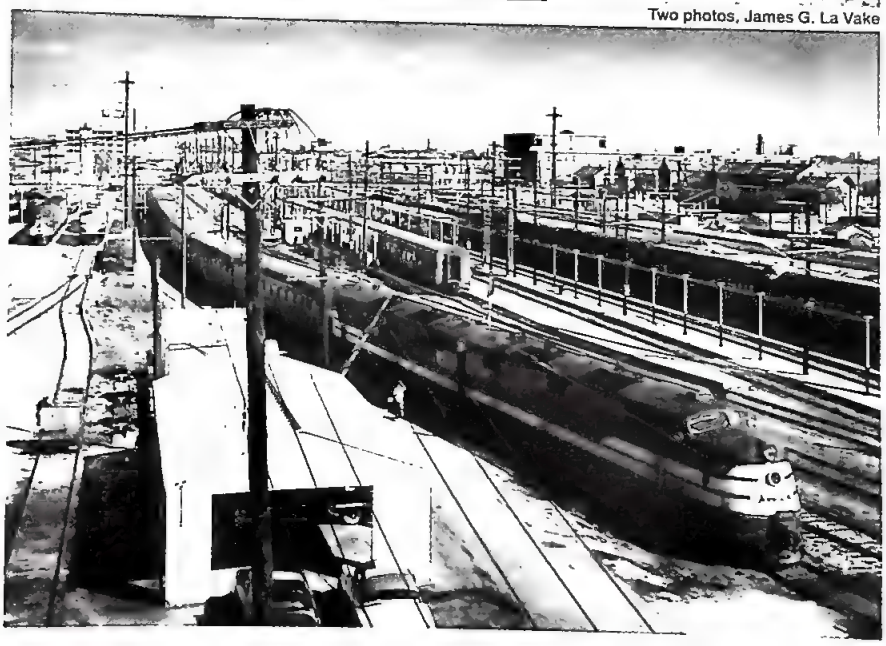
That did not last long, however. At the end of August, freight traffic dropped and I was cut off, *i.e.*, unemployed. Two weeks later, though, I was called back, and sent to more nocturnal switch-engine assignments at Gentilly Yard, which also served as the birthplace of giant mosquitoes. It was then that I was introduced to Miss Alice's railroad boarding house, in the heart of New Orleans, not far from the site of L&N's abandoned Canal Street station. She specialized in housing away-from-home L&N train crews. I got a regular room, a stretch of the term. It was exactly the width of a dresser and two single beds and the length of the aforementioned beds plus a straight chair. To compensate for the compactness and for the nature of my working hours, it had 10-foot ceilings . . . but no window or skylight. The room was truly dark. The redeeming feature of Miss Alice's was its location, hard by bars and greasy spoons serving red beans and rice, po'boys, and various other Cajun delights.

In the cool evenings while we Crescent City railroad orphans waited to catch our taxi for the 11:59 p.m. yard jobs (union contracts prevented a yard job from being called after midnight), we amused ourselves by sitting on the stair railings at Alice's, 609 St. Charles Avenue. Frequently, street people would panhandle us for money "to get home to see the wife and kids," or a similar line. A trolley stop was only a few feet away, so we would usher the unsuspecting individual onto an outbound car (the street here was one-way upriver) and pay his fare. There were likely more one-stop rides from Lafayette Square/609 St. Charles than from any other point on the St. Charles line.

The third-shift (*i.e.*, night) jobs generally switched inbound freights into blocks of cars for L&N's western connections, which were Southern Pacific (locally, the Texas & New Orleans); Missouri Pacific; Texas & Pacific (controlled by MP but a separate operation); Kansas City Southern (really, its subsidiary Louisiana & Arkansas); Illinois Central; and New Orleans Public Belt, which served the port and industrial areas. Near the end of each shift we delivered the cars to various places around town.

One fall morning, as we awaited mainline clearance before making an interchange delivery in town, I looked back along the train to see a solitary figure walking toward me. We had been standing for perhaps half an hour in the misty dawn. It was apparent he was not a railroad employee. When he

Two photos, James G. La Vake



Two more April 19, 1954, photos of the new NOUPT show L&N E6 756 and E7 793 backing the *Humming Bird* in after wyeing, and a close-up of IC, T&P, and KCS E units. An L&N FP7 and an SP F unit in "black widow" paint are just visible behind them.

reached a point under my window he looked up and with great disgust asked, "What time does this train leave, anyway?" The "knights of the road" seemed to know as much about the routes and schedules of freights as we did, for there was a steady stream of hobos working their way south from Cincinnati and Louisville on the L&N merchandise trains as Yankee weather turned cold.

Regardless of how well rested I was, it was tough to stay awake in that last hour before daylight, especially since I was not running an engine and thus not actively engaged in a task that required my attention. It was a great education in biorhythms and alertness . . . but more about alertness later.

There was one gem of an assignment for a low-seniority L&N fireman. When the New Orleans Union Passenger Terminal (NOUPT) opened in 1954, consolidating activity from five separate depots scattered about downtown, the terminal switching was divided up based on the number of trains each participating railroad operated in and out of the new facility. By 1960, L&N and IC were by far the largest users of NOUPT and thus supplied the most operating employees. Each position was assigned to a particular railroad, and qualified people bid on them. The catch was, if you bid on a job and got it, you had to stay on it for six months. None of the Mobile L&N folks wanted to do that because it was an away-from-home assignment, and they could make far more money on the road pool jobs and still get home every day or two.

It was ideal for me, though. On October 8, 1960, I boarded NOUPT No. 3, one of the three EMD SW8's the terminal company bought new, for my first 7:59 a.m.-to-3:59 p.m. shift. My engineer was H. P. McGloin, an Illinois Central gentleman with almost 50 years' service.

With months of anticipated association ahead, Mr. McGloin and I quickly settled into a routine. He would run the engine until noon. After the lunch break, which we took in the quiet waiting room of the still pristine station, I would finish out the day. The job consisted of pulling passenger cars, after they had discharged their riders, from the dozen platforms, then creeping through the car-washer (all three SW8's were equipped with hump controls for this), and placing them on the servicing tracks north of the terminal. Head-end (mail and express) cars were switched separately to tracks parallel to the station, on ground that since the early 1970's has been in the shadow of the Louisiana Superdome.

In the afternoon we shoved the cleaned and re-stocked car consists back to their proper departure track in

C. K. Marsh Jr.

James G. La Vake

L&N No. 12, an unremarked commuter train for Pass Christian, Miss., leaves New Orleans in 1961 (top). L&N E6's for the *Humming Bird* pose with T&NO PA's for the *Argonaut* in '54.

the stub-end terminal. Since every train either terminated or originated at NOUPT, most consists arrived and departed in identical configurations. Operations were efficient, straightforward, and repetitive . . . day after day.

One morning, as we slowly moved toward the washer with a consist, our locomotive suddenly lurched to the side, promptly righted itself, and then repeated the sequence. Engineer McGloin quickly brought us to a halt. An on-the-ground examination disclosed that the ball of a three-foot section of rail had broken off—we'd run along the web of the break and then climbed back onto the ball surface just beyond the break. A very measured reverse movement allowed us to get back across the break. At yard speed, there were no adverse consequences, but a similar rail failure at a higher speed would have caused considerable damage.

Most of our day was consumed by creeping through the washer with consists, switching them into and out of the coach yard and cleaning tracks, and occasionally pulling and placing individual cars to swell or shrink train consists. Therefore, the concurrent arrival and departure of passenger trains on my side of the locomotive was a welcome diversion. The sight of Illinois Central's perfectly matched brown and orange, all-Pullman *Panama Limited* arriving at 9 a.m. was a daily highlight. I did not usually see its equally spectacular daylight companion, the all-coach *City of New Orleans*, which arrived and departed after and before my shift started. Even now, when I hear Steve Goodman's popular song of the same name, it conjures up memories of the *Panama* wiggling through the slip switches after its overnight sprint from Chicago.

Several other matched consists still prevailed in 1960, including Southern's all-coach *Southerner* and L&N's *Humming Bird*, those roads' premier trains. The brightest colors, though, arrived and departed on Kansas City Southern's L&A line in the form of the *Southern Belle*. L&N train 34, by then the combined *Gulf Wind*, *Piedmont Limited*, and *Pan-American*, carried an amalgamation of L&N blue, and Southern and Seaboard Air Line green and stainless steel, both lightweight and heavyweight, stylishly punctuated by a stainless-steel-sheathed, round-end observation-lounge car. The *Sunset Limited*, half the surviving service on SP's T&NO, was routinely a dog's breakfast of mismatched light- and heavyweight equipment of varied design and ownership, led by beat-up F units. It ran 14 to 18 cars and was—as it is even today in Amtrak's and Union Pacific's hands—invariably late.

The repetitive daily pattern of activities led to my most serious error in engine service. At the end of 1960 Mr. McGloin, my regular engineer, retired. Replacing him was another Illinois Central man, H. J. Ourso, much younger and a quick throttle artist. We also had a new six-month contingent of foremen and switchmen, so we had to mold a new team.

Suddenly, I—with a mere three months seniority—represented the continuity of our five-man crew, and it was only the second day of the new year when the incident occurred. All three NOUPT engines faced into the depot, so each ran backward, *i.e.*, cab-first, out of the tracks with cuts of cars and pulled them through the washer. In good industrial engineering fashion, this was all a continuous motion. We then reversed into the coach-yard servicing tracks running with the hood forward. Shoving into the cleaning tracks, the switches opened to the right, so the engineer could see cars feeding into the track but the fireman could not. Long rows of stanchions placed repeatedly down the platforms between the tracks obscured visibility just beyond the switches for even the engineer. Generally, the foreman would position himself on the engineer's side at the switch and relay signals from the field man riding the end car.

As we finished washing a consist,

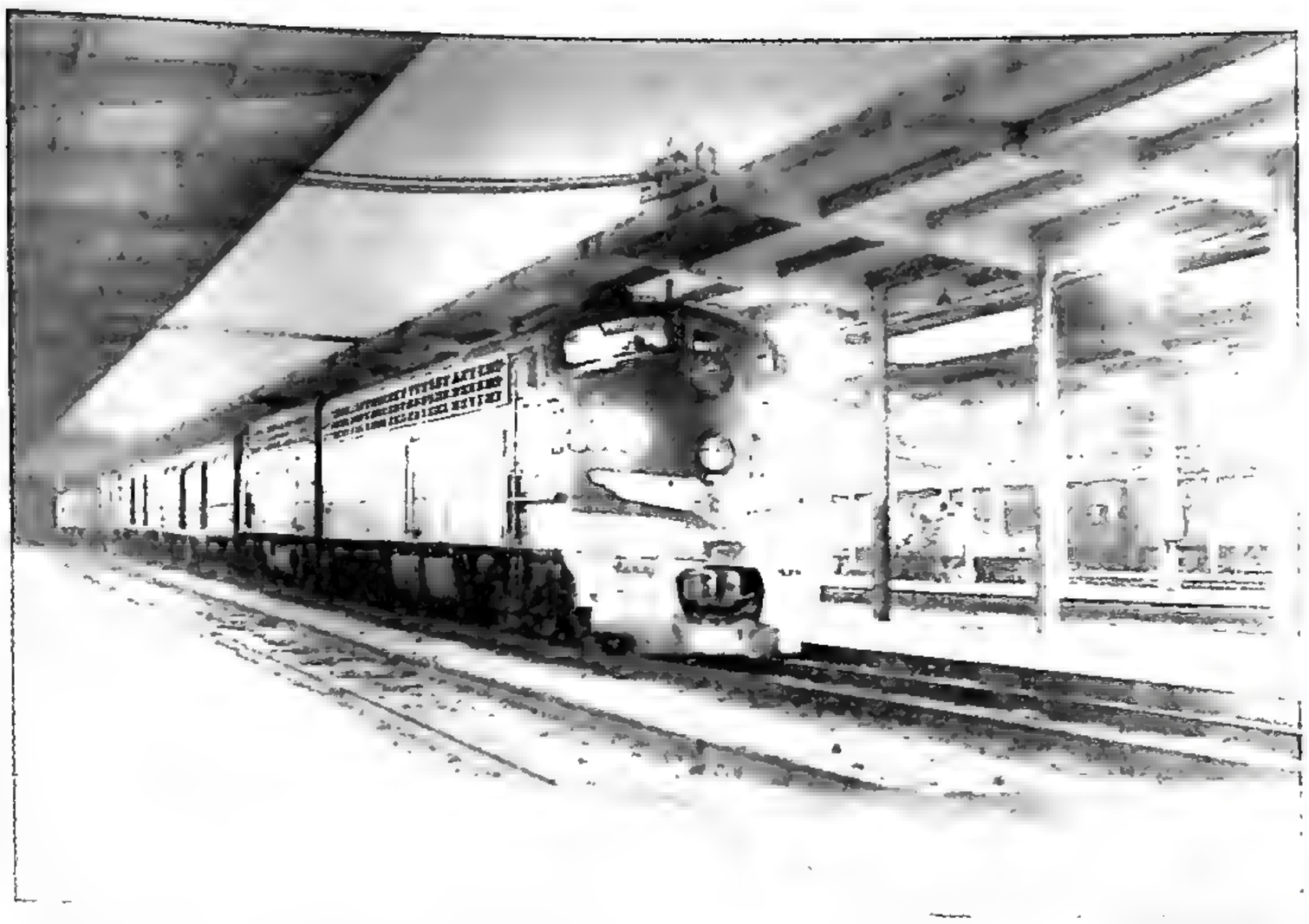
we began shoving it into the designated cleaning track. As we entered it, I casually observed an inbound train gliding around the adjacent wye track. Bad move. Turning back toward our work at hand, I was horrified to see the foreman jumping rails while frantically waving a "washout" (emergency stop) signal to me. Simultaneous with my yelling *"STOP!"* to the engineer, we struck a set of cars, their brakes set, parked in the bottom half of the cleaning track. Although the impact knocked me off my seat, I didn't hit my head, although I nevertheless had a headache from the concussion.

A stunned silence enveloped the cab of our engine.

The foreman made his way to our engine. It seemed like an eternity. "What happened?" I said weakly, knowing full well it was my fault. "You missed my 'steady' signal and we ran into the lower yard cut," was his measured reply. He then confirmed that no wheels were on the ground but that there was considerable broken glass in one of the cars. No one was injured, and nothing more was said. Afterward, I waited for a summons from management, but none came—the code of silence among operating employees prevailed. Needless to say, my alertness improved measurably with this "on-the-job training" about the importance of being a proper lookout.

The reality of other railroad dangers came home to us all just a few days later when, on January 17, 1961, the swiftly moving *City of New Orleans* struck a loaded gasoline truck at a grade crossing up in Mississippi. Several men were incinerated in the ensuing conflagration, and my Illinois Central engineer, of course, knew the crew. It was sobering to us all.

I again got the taste of irregular railroad hours in February when, owing to layoffs and illnesses, I "doubled over" on several second shifts, putting in 16 hours straight. The money was good, but the rest between 11:59 p.m. and 7:59 a.m. seemed brief indeed. It gave me a fresh appreciation for those pool crews who repeatedly worked 16 hours to an away-from-home terminal, only to be called back on 8 hours rest to repeat the process. The 12-hour railroad workday was still some years away.



C. K. Marsh Jr.

Texas & Pacific 21, the *Louisiana Eagle*, readies for its 8 p.m. departure from track 5 on January 30, 1961, behind an E8A-F7A set.

Uncle Sam came to my rescue. I was getting steady vibrations that there would be competition out there for my "pie job" from more senior L&N firemen as business softened. As my six months bid was nearing an end, I was summoned to the U.S. Army. The Transportation Corps spared me the "bump" back to either unemployment or those nocturnal Gentilly Yard switch engines and Texas-sized mosquitoes. Soon I was back in the railroad business, this time overseas, but that is another story. ■

C.K. Marsh Jr.

With observation car *Gulfport* on the rear, IC's flagship *Panama Limited*, with 12 matched brown-and-orange cars including a leased Northern Pacific dome, has left NOUPT at 4:30 p.m. in 1961 for the run to Chicago.

1947: Trains of freedom and tomorrow

Robert Milner

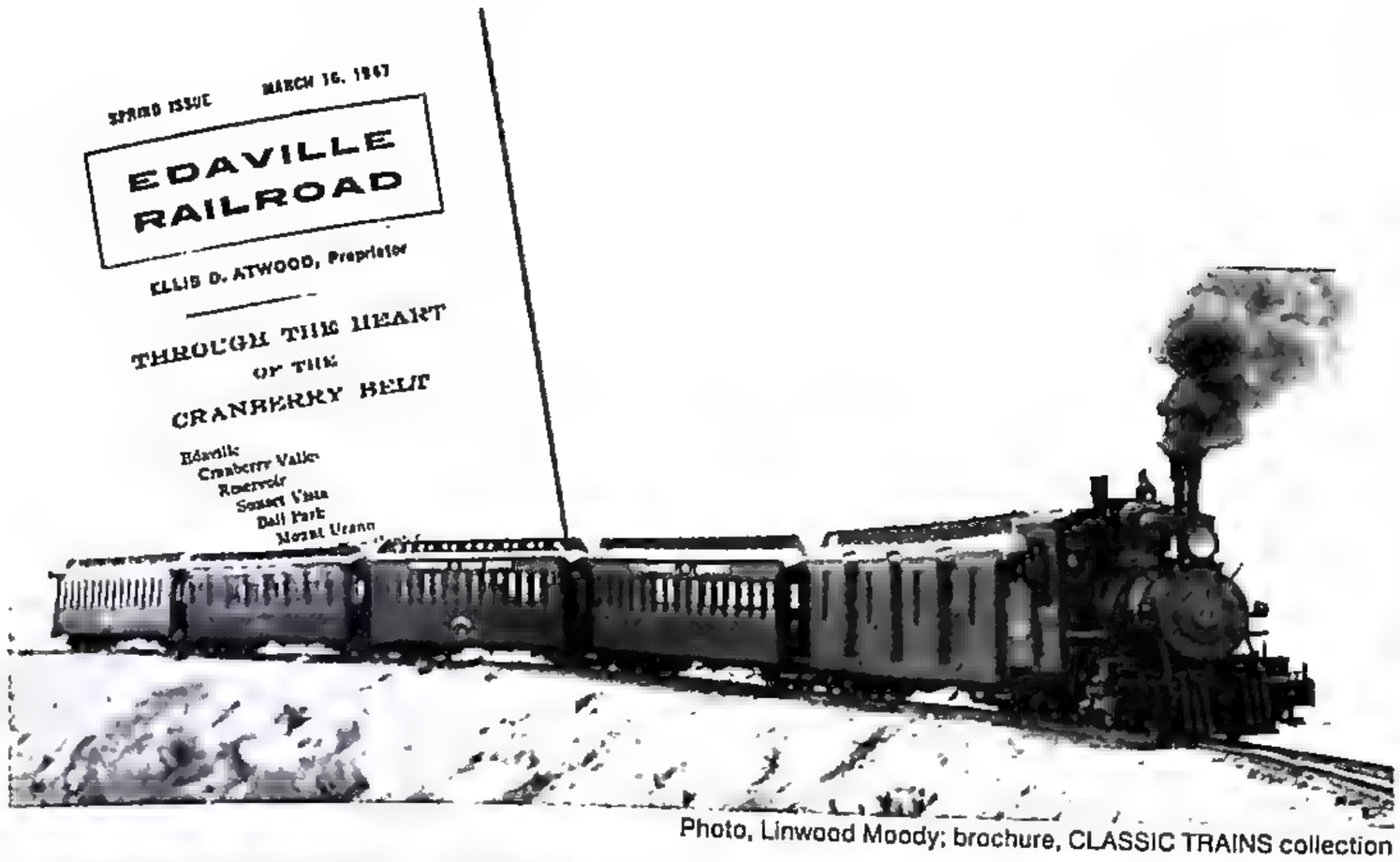
FREEDOM RIDER: On September 17 in Philadelphia, the *Freedom Train* embarks on what is billed as the longest train tour in American railroad history: 33,000 miles in 48 states on 52 railroads over the course of a year. Sponsored by the American Heritage Foundation and the U.S. Department of Justice, the train carries more than a hundred of the nation's most priceless original historic documents, including the Declaration of Independence, an early draft of the Constitution, and the Bill of Rights. Equipment comes from several sources: PA1 diesel No. 1776 from Alco-GE (after the tour it became GM&O 292), four exhibit cars from the Pennsy, three "domicile" cars from the Pullman Company, and an equipment car from the Santa Fe. Still looking sharp after 10 months on the road, No. 1776 is pictured at the Chicago Railroad Fair in July 1948.

H. D. Runey

LOSSES EAST AND WEST: Incorporated in 1899 and in receivership since 1905, the 190-mile Pittsburg, Shawmut & Northern finally calls it quits. The last train runs April 1 and the road is abandoned entirely later in the year. Not long before the end, a southbound PS&N train climbs toward Clermont, Pa. . . . Out West, the Tonopah & Goldfield in western Nevada, a 100-mile line begun in 1903 during a gold and silver boom, folds on October 15. Declining for years, traffic surged during World War II, then fell, and T&G stopped accepting rail freight October 1, 1946.

General Motors

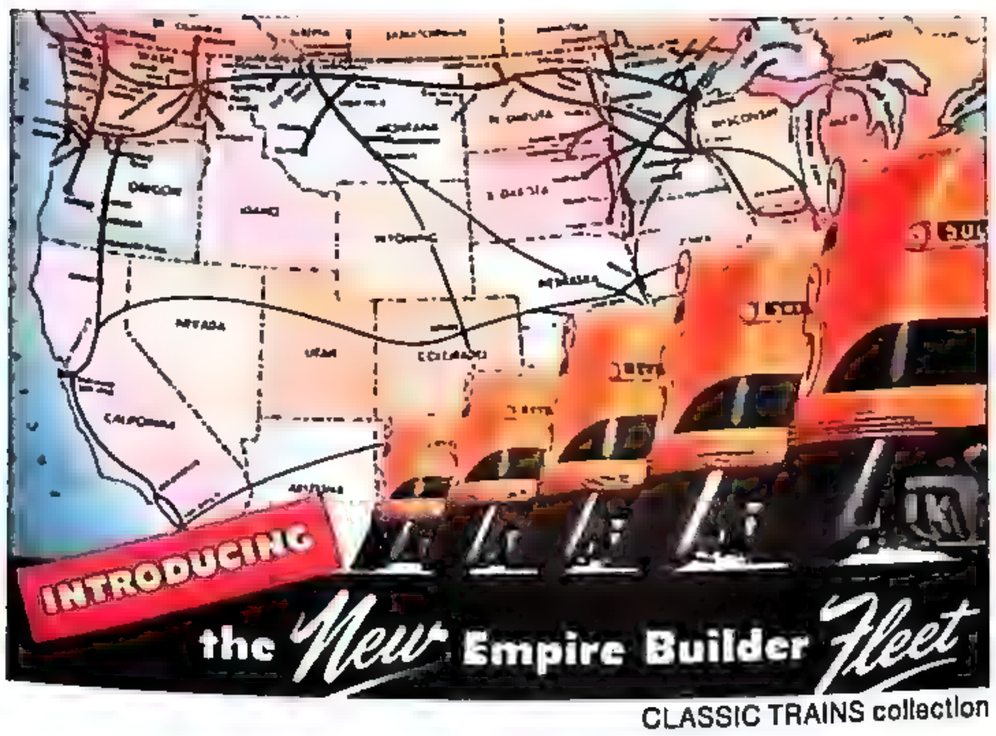
FUTURE UNDER GLASS: Although the Burlington Route created the first dome car (*Silver Dome*, rebuilt from a standard coach in 1945), General Motors takes the concept national with the *Train of Tomorrow.* The all-new, blue-and-stainless-steel dreamliner kicks off a nationwide tour with a Chicago-French Lick, Ind., round trip on the Monon May 26-27. Behind GM E7 diesel 765 are four Pullman-Standard-built cars: coach *Star Dust*, diner *Sky View*, sleeper *Dream Cloud*, and observation *Moon Glow*—all with domes. TRAINS magazine calls it "a whole trainload of new travel sensations."



Photo, Linwood Moody; brochure, CLASSIC TRAINS collection

TOO PRECIOUS TO LOSE: When the equipment of the Bridgton & Harrison, last survivor of the Maine two-foot-gauge railroads, was auctioned off in 1941, Ellis D. Atwood bought most of it. After World War II, Atwood put down 7½ miles of two-foot track around his cranberry bogs at South Carver, Mass., to haul workers, materials, and barrels of cranberries. On April 7, 1947, he opens his Edaville Railroad ("The Cranberry Belt") to the public for rides, and thus is born one of the longest-running tourist-railroad attractions in North America. Atwood's four steam locomotives and much of the rolling stock have returned to Maine, but a shortened Edaville Railroad still runs.

WORKING ON THE RAILROAD: Florida East Coast opens its 25-mile Fort Pierce–Lake Okeechobee cutoff. . . . Rock Island completes a $15 million, five-site line-relocation project in Iowa. . . . Pennsylvania dismantles the big trainshed at its Pittsburgh station as part of a major project that includes easing the tight curve on the Fort Wayne line west of the depot. . . . The Interstate Commerce Commission orders that lines on which trains operate at 80 mph or more be equipped with cab signalling, automatic train stop, or automatic train control.



CLASSIC TRAINS collection

NEW TRAINS: Picking up where they left off before the war, the railroads launch new trains and re-equip old ones. A highlight of 1947 is Great Northern's flagship *Empire Builder,* which gets all new equipment effective February 23. The Pullman-Standard cars and E7 diesels introduce GN's green-and-orange livery. Milwaukee Road's competing *Olympian Hiawatha,* much of it built by the road's own shops, debuts June 29.

MERGERS AND OTHER MATTERS: Gulf, Mobile & Ohio attains St. Louis and Chicago when it acquires the Alton Railroad on June 1. . . . Chesapeake & Ohio, long the parent of the Pere Marquette Railway, merges the Michigan road on June 6. . . . Also in June, Toledo, Peoria & Western resumes service after a bitter 19-month strike. . . . In October, steam stalwart Lima Locomotive Works joins up with engine maker General Machinery of Hamilton, Ohio, to form Lima-Hamilton Corp., which completes its first diesel in 1949. . . . In its centennial year, the 552-mile Monon (officially, the Chicago, Indianapolis & Louisville) is being transformed, as new president John W. Barriger III applies his "Super Railroad" ideas to the lightly trafficked road.

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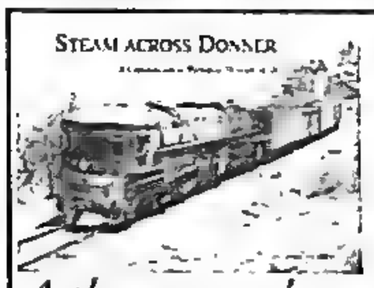

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Railroading in Maine at 40 below zero

How Bangor & Aroostook men helped each other, and made frozen things move

Allen A. Sharp

Five years after the author's experience, on March 4, 1955, a northbound extra freight waits at West Seboois (55 miles south of Oakfield), also for a meet with the *Aroostook Flyer*. Behind the F3-GP7-F3 diesel trio are 103 cars, mostly empties for potato-loading.

The temperature on that February 1950 morning at Oakfield, Maine, was a savage 40 degrees below zero. The sky was clear, with little or no wind, and the air was filled with ice fog, *i.e.*, tiny ice crystals. Oakfield was a division point on the Bangor & Aroostook. I was a 19-year-old rookie brakeman, and I'd been called to report to work at 6 a.m. for train 81, the local freight north to Fort Fairfield. I would see first-hand what I had heard older railroaders talk about—weather so cold that railroad-car wheels would slide rather than turn.

At the yard office, I reported to the conductor for 81, Miles Measureau. Outside in the yard, it was apparent the weather was causing no end of problems for the railroad that "served Northern Maine." Half-frozen men were struggling with frozen cars and switches. Simple tasks like coupling air-brake lines required considerable effort because the cold made the hoses stiff.

No sooner had we reported for work than No. 81 was pressed into service as a pusher engine for other northbound trains. Because of the extreme cold, every train needed a pusher to get out of the yard (pushing southbound trains was a routine operation at Oakfield, but only rarely was it necessary to push northbound). We pushed freight trains 211 and 85 out of the yard northward up the Ashland Branch. In addition to other problems caused by the cold, considerable time was required for the road engines to charge the train brake systems to pressure levels sufficient to get under way. Thus it was considerably after our reporting time before we began the struggle with our own train.

At my signal, our engineer opened the throttle on BL2 No. 552 to move our train of 18 empty potato cars. The 1,500 h.p. EMD diesel leaned into the train and took up the slack in the first two or three cars, but the train did not move—the cars had been sitting over a day and a night in the bitter cold. He applied sand to the rails and opened the throttle more. The drawbar on the first car visibly vibrated under the strain, but still the train did not move. Closing the throttle, the engineer beckoned to me. When I reached a position below the cab window, he shouted down, "The journals are frozen. We have to break

'em loose. Uncouple all but six cars."

I did as he instructed, and this time the 552 dragged the six cars—as their wheels slid on the rails. Soon, but only grudgingly, the wheels began to turn. We then backed up and coupled to another six cars and repeated the process. In this manner, with three repetitions we got our 18 potato cars rolling.

In the midst of the struggle, we began to experience frostbite, a hazard of working outdoors in such conditions. Tim Ryan, our lead brakeman, told me that my cheeks were freezing. I had felt nothing unusual. He told me to take off my mittens and use my hands to thaw my freezing cheeks. I did as he said, and I remember that my cheeks felt stiff, like parchment. Tim told me that we would have to keep a close watch on each other. Sure enough, a few minutes later I saw that his cheeks were freezing. Thereafter, we took turns climbing into the engine cab to warm our faces.

Finally, with the addition of two tank cars and a few cars of merchandise, our No. 81 was ready to head north toward Fort Fairfield. But first, we had to get a train order for a meet with passenger train No. 2, the Van Buren-Bangor *Aroostook Flyer*, at Ludlow. The bitter cold had caused problems all over the Northern Division, and the *Flyer* was considerably behind schedule.

To get the order, we had to back down the main line about a half-mile to the Oakfield station. In making that move, I made a very serious error in judgment. After opening the switch to put our train on the main line, I swung aboard a boxcar, climbed to the top, and began to walk the tops toward the engine. As the train picked up speed, the wind penetrated my clothing and bathed my skin with unbearable cold. To get out of that terrible wind, I climbed down between two cars and hung onto the ladder until we stopped at the station. Never did anyplace feel as wonderful as that warm station.

Having picked up the train order, we headed north toward the meeting point, only 8 miles away. The order directed us to take the siding, and on approaching the switch, we could see through the BL2's cab windows that drifting snow from the nearby lake had completely covered the siding. We stopped, and I climbed down from the engine to open the switch. In keeping with railroad practice, a shovel and broom were kept at the switchstand. In short order, I had the snow brushed away from the switch points and opened the switch. The engine started into the siding, plowing its way through the drifted snow. With the engine and about six cars into the siding, though, we stalled in the hard-packed snow.

It was time for me to saddle up and flag down the passenger train. We had a meet order, but with the main line blocked by our train, the *Flyer* had to be stopped well before the meeting point. Carrying a red flag, flares, and torpedoes, I ran and walked north to meet the oncoming train. I went the prescribed distance and was placing the torpedoes when Miles came running up and told me I had not gone far enough. Miles was known as a nervous conductor, and he certainly was one that morning. I didn't argue; I moved on.

At my new position, torpedoes in place and red flag in hand, I awaited No. 2. Soon it came. It exploded the torpedoes and the engineer gave the whistle signal of acknowledgment. With the red flag, I waved the stop signal, which he acknowledged. The *Flyer*'s engine came to a stop a car-length or so beyond where I was standing beside the track, which forced me to wade through deep snow to reach the cab. Engineers always made it a point to punish trainmen who made them stop. I climbed up into the cab and was greeted with "good fellowship"—the words were, "What the hell is going on?" I explained we were stuck in the snow.

With me on board, No. 2 crept to the south switch. Thanks to some good engine-handling, however, by this time our train was in the clear. Except for the unscheduled stop, we hadn't delayed No. 2. After it left, we backed out onto the main line and got under way again. When we reached Houlton, it was noon. Six hours had passed since our reporting time in Oakfield, and we had gone only 18 miles. Hours of work remained before we would reach Fort Fairfield.

Many years have passed since that cold morning in Maine. Never since have I worked in such weather conditions, but I had an adventure to remember for a lifetime.—*Marvin Dow*

Green beans and trains

The Erie provided the entertainment for Dad's "slave labor"

My dad, after changing jobs following World War II, from Crosley Corp., in Cincinnati to one at Wright-Patterson Air Force Base near Dayton, Ohio, bought 3½ acres along Chambersburg Road in Montgomery County. This provided space for a gun-shooting range and a large garden. The garden plot produced sweet corn, onions, cabbage, tomatoes, green beans, lima beans, and peppers. Of course, all this produce had to be cultivated, picked, and prepared for cooking. That's where my sister, Nancy, and I came in. I hoed weeds, and the two of us got to snap green beans and shell out the limas.

In order to get his "slave labor" to perform, Dad would take us train-watching. Dad loved trains and steam engines. Just three miles from home, over in the northwest corner of Greene County, was the Atlas Cement Co. on Spangler Road, near Osborn (now called Fairborn). Atlas had an adjacent limestone quarry, but coal for fuel was needed and the finished product had to be hauled away. This called for railroad service, so Atlas had located its plant next to the Erie Railroad's line linking Marion and Dayton.

Historically, Osborn had been forced to pick up and move its entire town when the Miami Conservancy District acquired the land for a flood plain following a big flood in 1913. The railroads moved too. Both the Erie and Big Four (formally, the Cleveland, Cincinnati, Chicago & St. Louis) realigned

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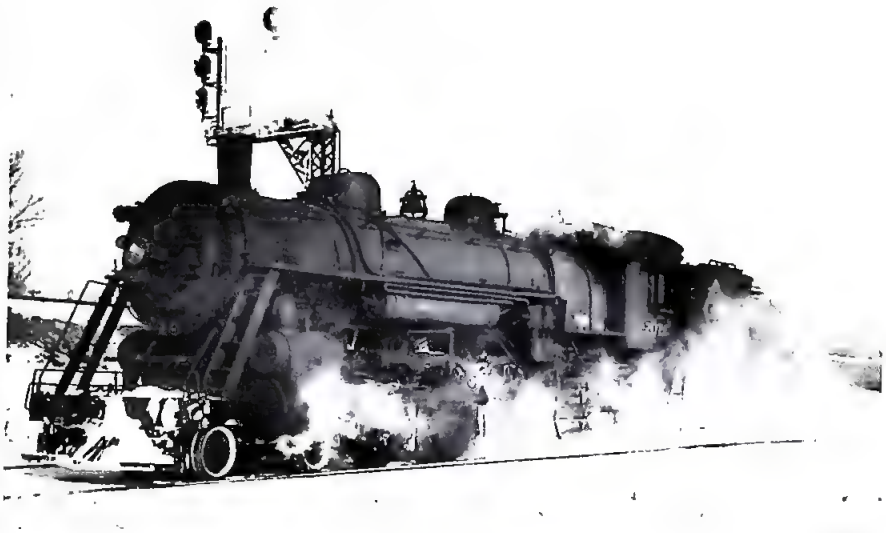


Al Rung

Erie 2707, a sister to Pacific 2712 that enthralled the author during Ohio summers, is seen at Dunkirk, N.Y., 200 miles and two seasons away, but coincidentally also alongside an NYC line.

their tracks to parallel rights of way, 50 yards apart, from Enon to the new Huffman Dam. Traffic was shared, with the Big Four handling the eastbound trains and the Erie westbounds. Osborn's new passenger station was right between the two, at the Route 235 crossing. By 1949, only New York Central, parent of the Big Four, was running passenger trains here.

A competitor to Atlas, Southwest Portland Cement, was across the tracks from the station adjacent to the Big Four. Southwest Portland had its own little saddle-tank type switch engine, No 11. Atlas was two miles away on the other side of the paired tracks.

But back to those beans. After they were picked and put in brown paper bags, we would load them in our 1948 Kaiser auto and ride to Spangler Road and park overlooking the Erie's lead to the Atlas yard. There, we would snap the green beans and shell out the limas. All the while, we would be watching for trains. If we were lucky, during our one-hour stay we would see one or two trains in each direction.

What made our day, though, was an Erie Pacific, usually a 2700-series K-4, switching cars in the Atlas yard. Back and forth they would go, clanking and banging all the while, sending smoke and cinders into the air. Erie's K-4's, Nos. 2710 to 2733, were built by Baldwin back in 1913-14, and their 69-inch drivers made them suitable for both passenger and light freight work. The small Vanderbilt tenders had room for 8,000 gallons of water and 14 tons of coal. One K-4, No. 2739, built by Alco at Schenectady in 1916, was Erie's last operating steam engine; she was not scrapped until December 16, 1954.

After an hour working on the beans, we usually had them done and so turned the car around and headed for home. Our route led up over a hill on Route 4. Just over the top of the hill was a Dairy Queen drive-in, and Dad typically stopped and bought us kids chocolate sundaes, and one for himself too. Perhaps being "forced" to snap green beans wasn't so bad after all.

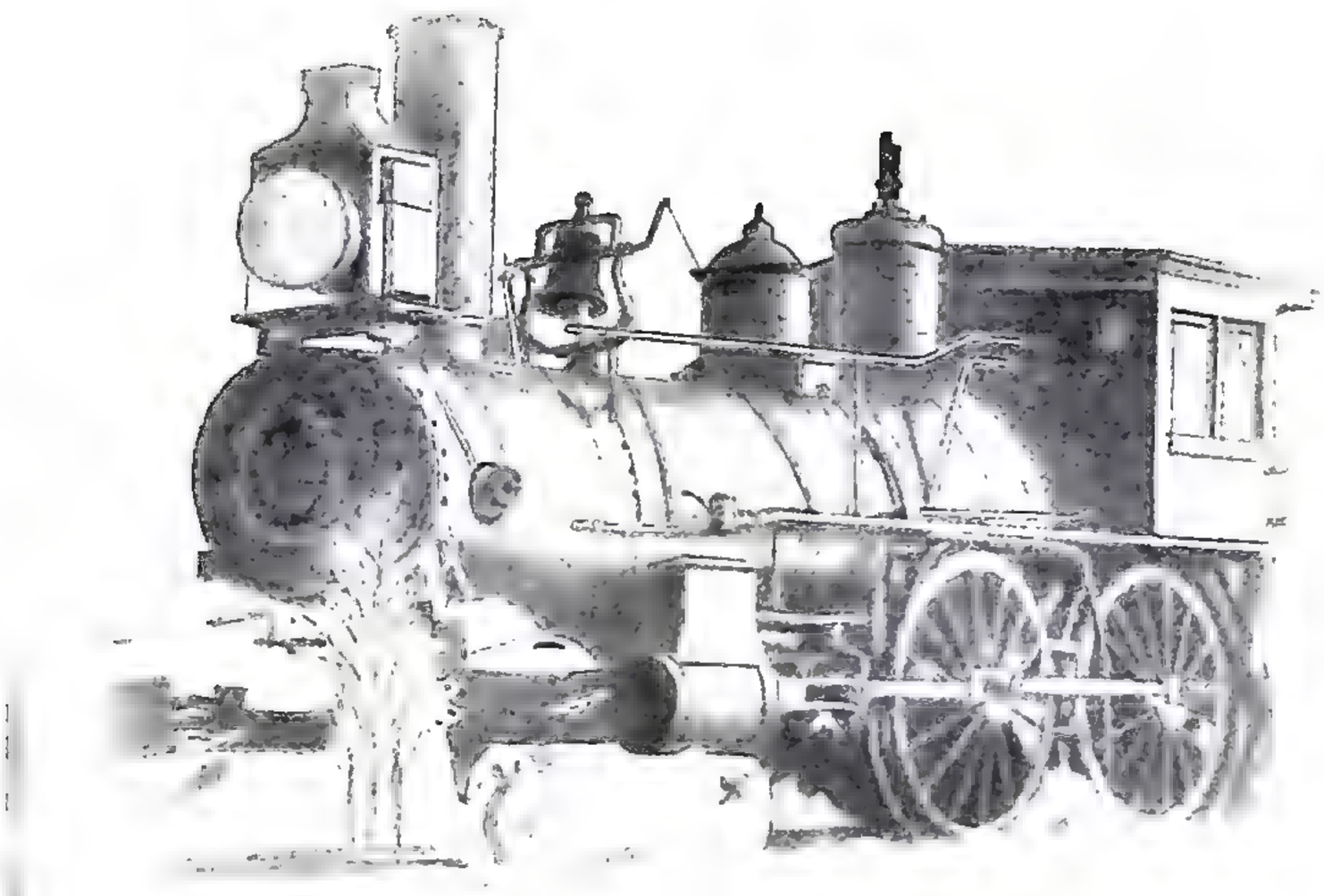
The Atlas cement plant has been dismantled except for the silos, which are used by Southwest Portland Cement for storage, and some narrow-gauge track that served the quarry. The Erie tracks are gone, as is the Osborn depot, but rock ballast remains to mark the right of way. The Big Four and NYC have given way to Norfolk Southern, now the only railroad in Greene County. Saddletanker 11 was replaced by diesels, which were replaced by trucks. But I still have a sister, and pleasant memories.—*Harry V. Noble*

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal



H.C. Potter

The year was 1898 and a lot of snow covered the ground
It was piled high and very hard to get around

A bone-chilling temperature and strong winds produced
icy air
But at Mt. Pleasant, Michigan, there was a warm sight on
the track over there

A hardy steam locomotive which firmly maintains
its position
Its wheels adhering to snowy rails despite the
cold condition

Above the snow-covered cowcatcher its smokebox face
does peer
Of the freezing, arctic challenge it has no fear

This grand locomotive is named the "H.C. Potter"
However, it would be preferable if the weather were a
bit hotter.

Diane S. Segal

4-4-0 American Type

The Chesapeake and Ohio Railway several times changed
its name
First known as The Louisa Railroad and then the Virginia
Central, it still remained the same

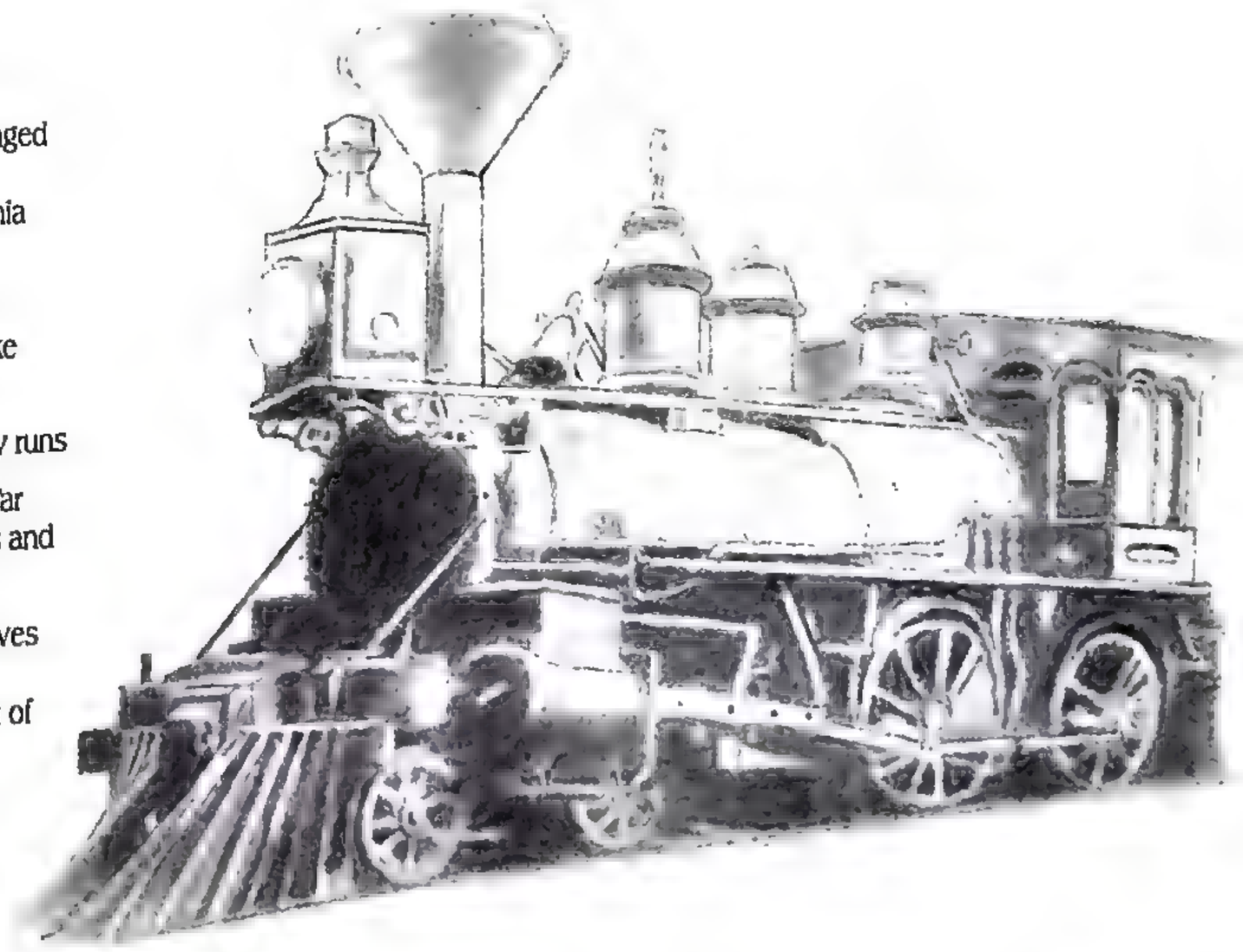
Back in 1855 the Virginia Central a purchase did make
A locomotive from Rogers Locomotive Works it did take

It was a 4-4-0 American type weighing 22 1/2 tons
The cylinders and 62-inch drivers helped it make many runs

Surviving damage and working hard during the Civil War
It served the Chesapeake and Ohio into the mid-1870s and
contributed even more

Instead of a number, the custom was to give locomotives
a name
The "J.H. Timberlake", named for the second president of
the Louisa, was its fame.

Diane S. Segal



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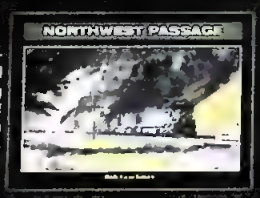

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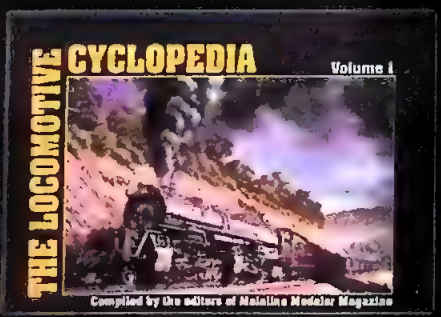

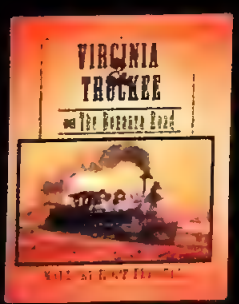

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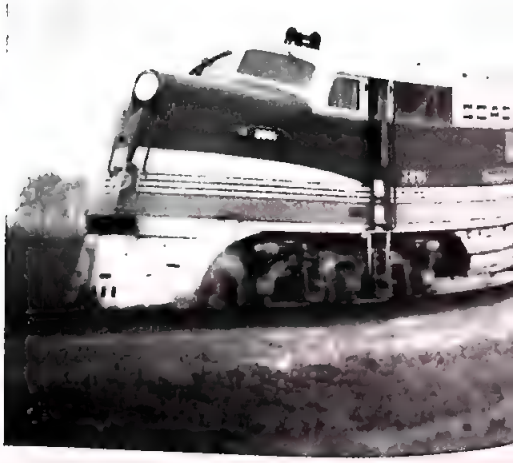
'Happy 10th birthday, David Watson!'

The best present ever? Seeing the new *Orange Blossom Special* go by

To be addressed by my first and middle names by my parents meant one of two things. Either I was in a heap of trouble, or there was very good news. On my 10th birthday, the words "David Watson" meant good news.

In December 1938, the good news was that my folks had decided to leave early from our home in Pitts, Ga., about 60 miles south of Macon, for our almost annual Christmas vacation in Florida with relatives. I had no idea what plans were in store, but we drove directly down to "Unca Bill's" home in Avon Park, Fla., near Sebring. Uncle Bill was the foreman at a plant south of Avon Park that made wooden crates for shipping citrus fruit. The plant, located between lines of the Atlantic Coast Line and Seaboard Air Line, shipped quite a bit of freight by rail, using both carriers.

On December 17, my cousin Billy and I were told that we were going down to Sebring to "see a new train on the Seaboard." Not too much was said other than it was the "delayed" part of my birthday celebration and we were going



to see "history in the making," which meant little to a couple of 10-year-olds.

Upon arriving at Seaboard's Sebring depot, we parked on a slight rise on the west side of the station and Uncle Bill had Billy and me, plus my dad, accompany him to the depot. He obviously knew the agent and asked if he could get two tickets on the *Orange Blossom Special* to Avon Park for Billy and me to celebrate my birthday.

I guess Uncle Bill thought that the business he gave the Seaboard made him an important shipper and that he would have no trouble getting us on the train, but the agent looked him squarely in the eye and said, "Bill, the Orange Blossom Special only stops in Sebring for passengers for Petersburg, Virginia, or beyond. I doubt seriously if the 'super' would let it stop in Avon Park to detrain two kids from Sebring even if it derailed there!"

Even at age 10, it was not difficult to understand that our chances of riding the *Orange Blossom Special* were somewhere between very slim and none.

By this time we had learned the train would be powered by new streamlined diesel locomotives, and were reminded again that we would be a witness to "history in the making." Frankly, I was about as excited to get to see the train as I would have been to ride on it. We walked back to the car across the tracks

A trio of new Seaboard E4 diesels, perhaps the very ones "David Watson" saw in Florida three months earlier, shows off the "Orange Blossom Special" livery in March 1939.

Hugh M. Comer photo, David W. Salter collection

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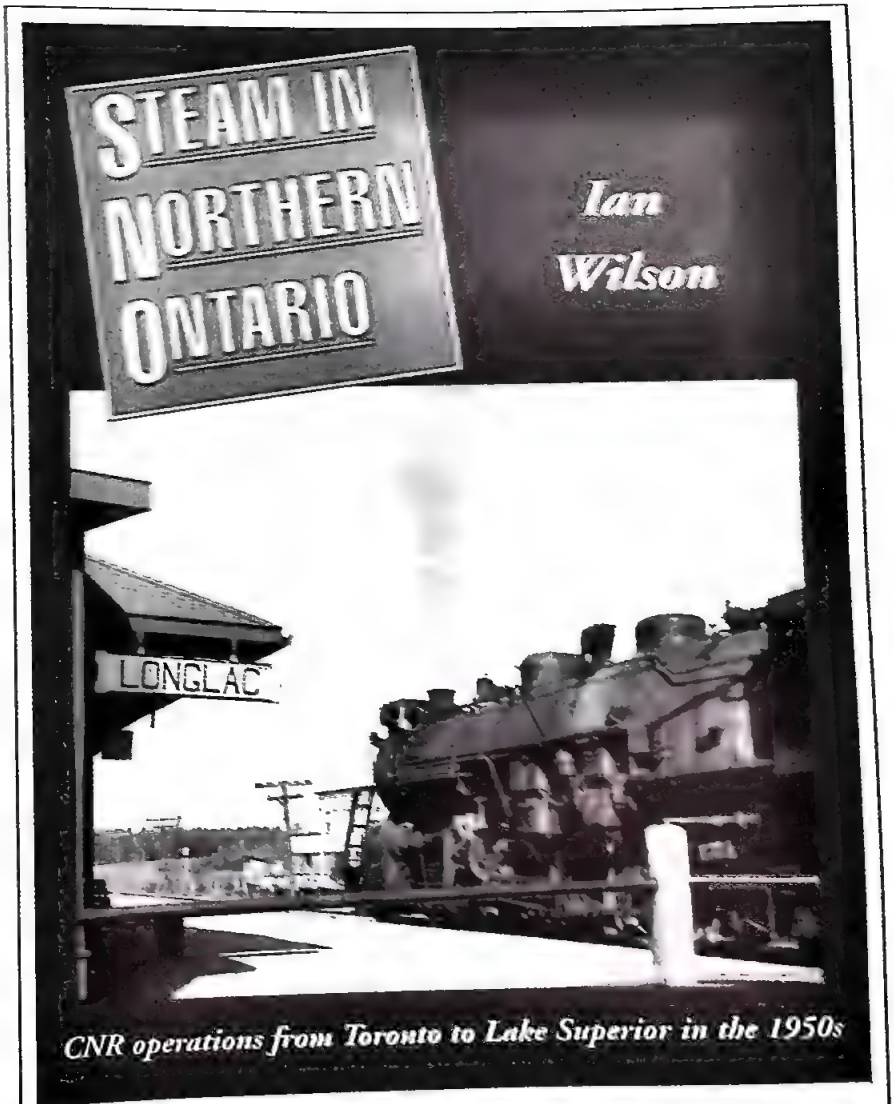

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from the depot, where a considerable number of sightseers had begun to gather to watch the train pass.

Before long, we heard the deep sound of an air horn, barely audible south of town. Shortly, we heard it again much closer, and almost immediately the train came into view. It was about the most beautiful thing I had ever seen, as it glided closer and closer and then eased past the pedestrians' self-made viewing stand. It was painted brownish green with yellow, and finished with a reddish-orange stripe and trim. The running gear and bottom were silver. There were three diesel units as sleek and shiny as one could imagine. To even attempt to verbalize this vision would have bankrupted the vocabulary of a 10-year-old!

As the train passed, many of the passengers seemed somewhat amused at the number of people who gathered to watch it, and several waved to the onlookers. A whiff of charcoaled steak lingered after the dining car passed. By the time the observation car went by, the train had picked up speed. Three passengers on the rear platform waved, and we bystanders waved back as the obs car with its drumhead disappeared down the track.

Uncle Bill and my dad were obviously disappointed that Billy and I had not been able to ride the train, but to us it did not matter that much. To me, just to see it was almost unbelievable.

My actual 10th birthday was December 13, 1938, and on that date I had been given a pair of pajamas and told that there would be more. The pajamas were exactly what I had requested, as they had black trousers with a red top similiar to the uniform of the Royal Canadian Mounted Police. On the pocket was a logo that, to me, looked similiar to that on Canadian Pacific's locomotives, which were some of my favorites from pictures that I'd seen.

Ironically, I cannot name a gift I received for my last birthday, or even most of them since my 10th, but I will always remember that one! I could not have been given a better present than to see the *Orange Blossom Special* pass, and now these many decades later, I remember it as if it were yesterday.

—David W. Salter

An under-rated diesel

Alco's DL109 made a mark in southern New England

If Alco's famous PA diesel is perhaps a bit overrated, as implied in the January 2004 issue of TRAINS magazine, then the reverse might be true of its predecessor in Schenectady's catalog.

Industrial designer Otto Kuhler gave the early-1940's, 2,000 h.p. DL109 and predecessors a knife nose and a triple windshield. Alco gave it two 539-model switcher engines and a low-profile which seemed to leave a lot of clutter outside on the roof. While EMD E units, with their two V12 engines, somehow sounded more refined than their switcher brethren with only one prime mover, a DL109 sounded exactly like two S2's or RS1's running in multiple, whistling turbochargers and all. Admittedly, the DL109 never quite made it into the racehorse category epitomized by EMD's E6. Except for the New Haven, railroads gave the DL109 and kin only cursory orders (with 60 units, NH had more DL109's than all other roads put together).

But on New Haven's water-level short haul, the DL109's did well enough for more than 15 years, hauling passengers during the day, Shore Line freight at night, and, toward the end, mostly Old Colony commuters. south of Boston. Until New Haven's 27 PA's came along in 1948, the DL109 was the road's signature diesel. The 539 inline engine was heavy, so two in a single unit meant good weight on drivers, yielding a creditable tractive effort. Plus, NH's relatively short haul meant frequent turnarounds where Alco-savvy shop forces could keep close track of the units, a benefit which also enabled New Haven's PA's to be better performers than they were for some other roads.

And there was this: Reportedly, on that occasional winter day when all of southern New England was at 20 below zero, the only thing on the New York, New Haven & Hartford Railroad guaranteed not to be frozen up was any die-

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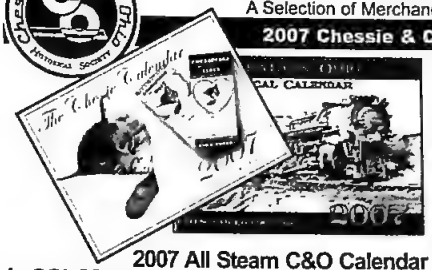

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sel with a 539 prime mover.

Although New Haven's DL109's served well, by the late 1950's new FL9's and freight hood units spelled the end for the knife-nosed Alcos. One, however, lasted almost as long as the New Haven itself did. In this 1968 photo, NH PP716, formerly 0716, languishes at Dover Street Yard in Boston, a year away from the property cleanup of successor Penn Central that will clear the yard of junkers and consign the DL109's to memory. Literally derated, she long ago gave up one of her engines to accommodate third-rail testing equipment, the assignment which allowed her to outlive all her sisters. At Dover Street, her orange paint has turned pink, and she and her scrapline companions have lost all window glass to vandalism. In less than a year she will be hauled off to be cut up, leaving the DL109—except in southern New England—a more or less footnote in diesel history. And underrated, for sure.—*Bruce Beardsley*

Once a proud hauler of crack passenger trains and fast freights as a DL109, New Haven PP 716 languishes in Boston in 1968, awaiting her fate: the scrapper's torch.

Bruce Beardsley

N. Kent Loudon

Class 1 status, interurban flavor

The Chicago area's South Shore Line is widely cited as "the nation's last interurban," and rightly so (even today it retains some key characteristics), but easterners had their own versions into the early 1980's: a couple of former New Haven branches in Connecticut and this, the old Lackawanna Railroad's 22-mile Gladstone Branch in New Jersey. In March 1963, three years after the Erie Lackawanna merger, a two-car M.U. set (trailer leading, motor car following) cruises along single track and among wooden catenary poles west of Berkeley Heights as train 421. Thomas Edison opened the 3,000-volt D.C. Lackawanna electrification in 1930; NJ Transit replaced it with a 25,000-volt A.C. system in 1984.

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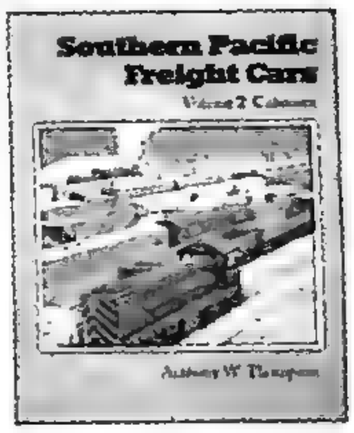

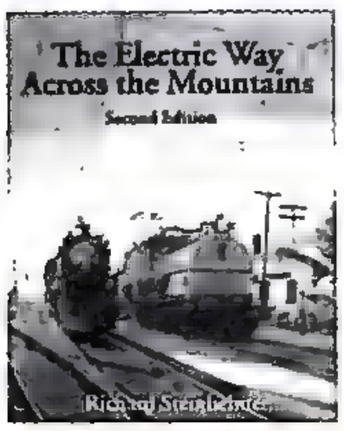

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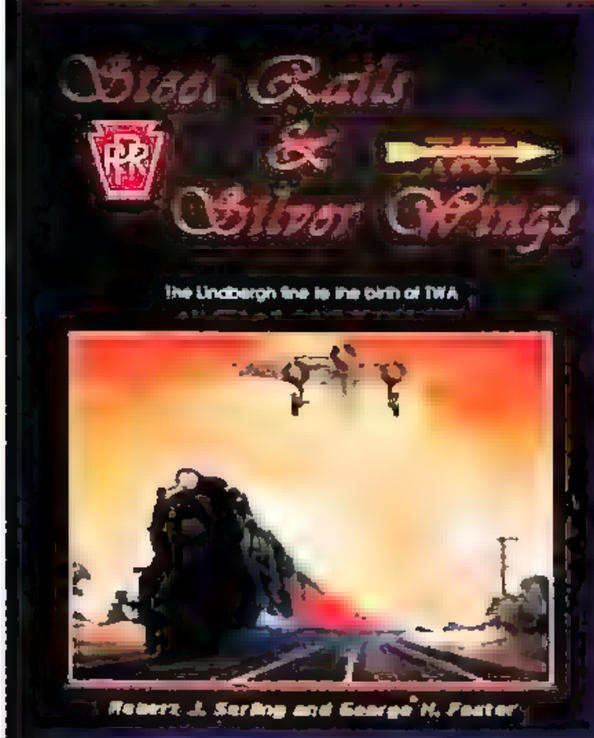

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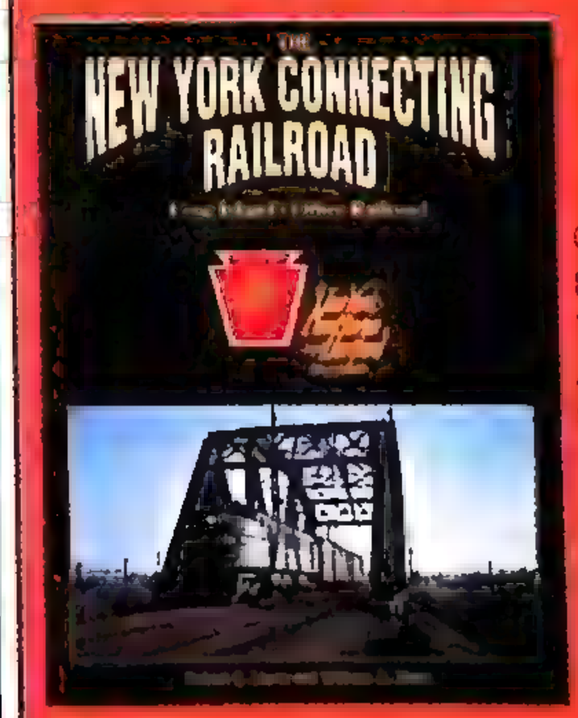

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by Bruce G. Moffat ~ Shore Line Dispatch No. 1

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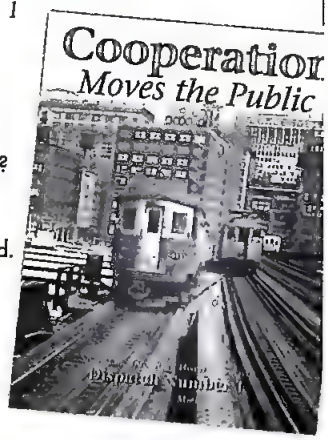

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An unsolved mystery it remains

How a slide teased its owner by not answering a long-standing question

One of railroading's details that has bedeviled me for years is: On what date did the Lake Superior & Ishpeming last operate steam in regular, everyday service? Why is this important to anyone south of Michigan's Upper Peninsula, where ore-hauler LS&I continues to labor in obscurity? The Nos. 1 and 2 rankings are why.

In the 1960's, LS&I was a Class 1 road—when $1 million annual revenue was the level for qualification, and there were more than 100 of them. Colorado & Southern's "orphaned" Leadville-Climax (Colo.) line, which kept 2-8-0 No. 641 busy until October 11, 1962, is widely credited with being the last U.S. standard-gauge Class 1 everyday steam operation. (Rio Grande's 3-foot-gauge engines toiled on, and yes, Union Pacific 4-8-4 844 never left the roster—we're talking standard-gauge, everyday service here.) I've duly credited, in print, LS&I as second to last, since "summer 1962" seems to be the closest anyone can come to a last-steam date in Marquette and environs.

Then this slide popped up. It was among a group I'd acquired some years ago from the estate of the late Bob Ferge of Milwaukee, and it jumped out at me as I was on some now-forgotten search for something else. Its mount is lettered simply "LS&I 19 on Big Bay branch, 11-30-63, unloading bridge timbers." The handwriting was not Bob's, nor was there a photographer's name on it.

The date is what startled me: November 30, 1963. The Kodak stamp on the mount read "DEC 63," so I didn't doubt the 11-30-63 hand-lettered date. Time to check things out, mainly by perusing old issues of TRAINS.

Alas, the mystery remains unsolved. Although the locomotive's tender is still lettered "L.S.&I." the operation on No-

Larry Easton photo, J. David Ingles collection

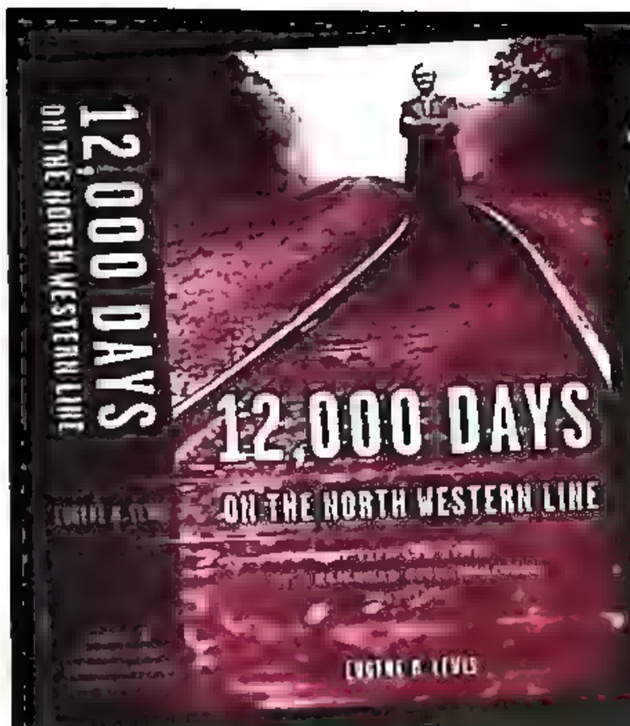
Which Class 1 used steam last? The November 30, 1963, date on this slide renewed a quest for an old question's answer, but for now, LS&I remains No. 2 behind the C&S.

vember 30, 1963, was that of successor Marquette & Huron Mountain, a tourist road that acquired the 27-mile Big Bay branch and 11 LS&I 2-8-0's, and operated some of them on that line for a few summers (the right of way now is a trail). Turns out, a black-and-white photo by Larry Easton of this train—distributing materials for trackwork in preparation for the summer 1964 season—appears on page 15 of August 1964 TRAINS in "Steam News Photos."

Behind 2-8-0 19 are two flatcars and a caboose. The TRAINS caption stated that the train was only the fifth on the branch since 1957. I subsequently confirmed that Larry also took this slide, as well as another one, which went to the late Russ Porter's collection, of No. 19 in service for LS&I in the Ishpeming yard on July 7, 1962.

Did someone else see or photograph everyday LS&I steam after that date? So far, we don't know, so for now the last-to-operate-steam rankings remain C&S No. 1 and LS&I No. 2.

—J. David Ingles



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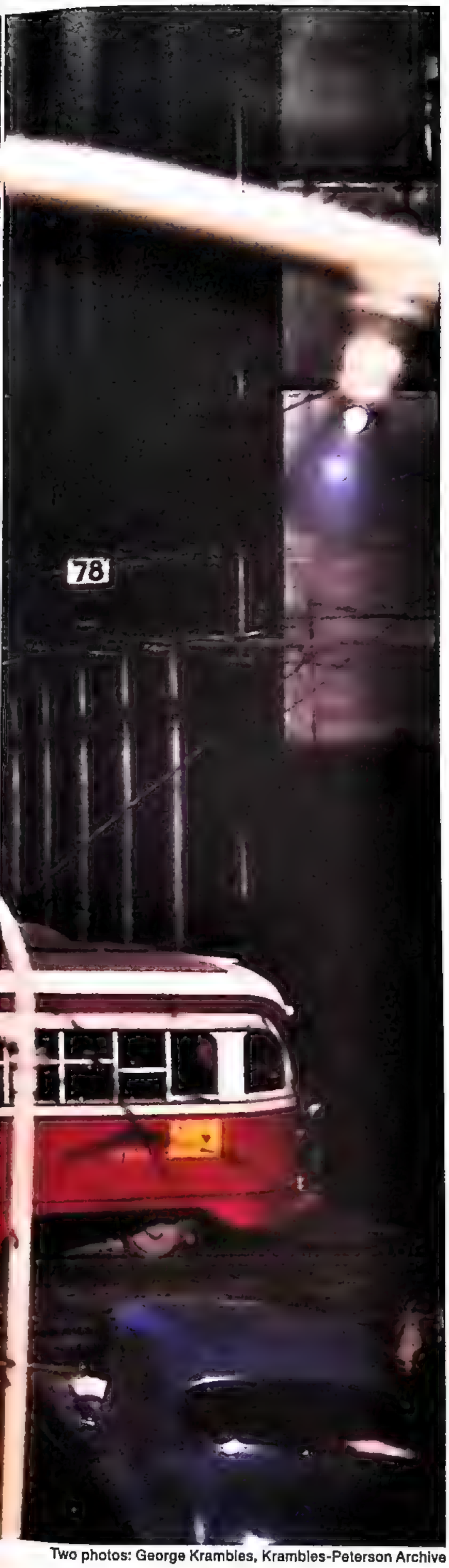

Two photos: George Krambles, Krambles-Peterson Archive

What a way to see Vancouver!

British Columbia Electric Railway, operator of the streetcar and interurban lines in and around Vancouver, maintained two open-air "observation cars" that operated on regular sightseeing tours around the beautiful city on Puget Sound. Based on a design from Montreal, cars 123 and 124 were built in 1909 by BCER's New Westminster Shops; they measured 43 feet 8 inches long and featured seven tiers of seating, as in a theater, for better forward visibility. In a view from one of the cars on a gorgeous September 7, 1950 (left), we see PCC car 406 (St. Louis Car/Canadian Car & Foundry, 1944) and the sign for the Canadian Pacific Railway depot on Vancouver Harbour. The same day (above), car 708, a 1928 CC&F product, trundles past a sister on Hastings Street. Alas, 10 days after these scenes, cutbacks in trolley routes resulted in the retirement of the popular observation cars—there just weren't enough scenic spots left on the BCER streetcar system. Conversion of lines to trackless trolleys and diesel buses continued until April 24, 1955, when the last car headed for the barn forever.

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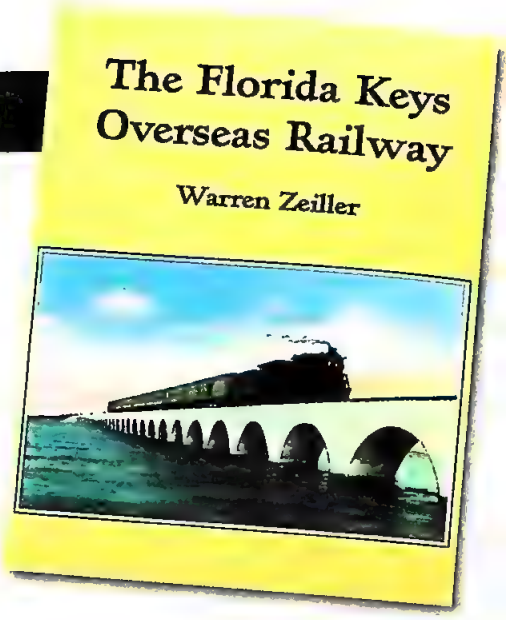


Florida East Coast's extension to Key West was an engineering marvel when completed in 1912. This book covers the line's story well through the photos of William Glass, a construction engineer on the project. Glass's rare images include views of most facets of the construction, as well as the camps for workers and other details, and the text describes the challenges faced by surveyors, engineers, and workers. The book opens with a biography of then-FEC president Henry Flagler, whose vision brought the extension into being, and explains the progression of the FEC as construction proceeded from Miami south through the Everglades and eventually along the Florida Keys. Following the devastating 1935 hurricane that ended rail operations on the extension, surviving portions were re-used for U.S. Highway 1. Although much of the road is now on new structures, the book includes modern views of the segments that remain, providing an interesting look at the original construction methods. Along with the book's 166 photos, maps detail the extension as well as the town of Key West. This book provides a fascinating look at an adventurous and risky project, and will be a handy reference for anyone interested in this line.—*Jeff Wilson*

The Florida Keys Overseas Railway, by Warren Zeiller. Signature Press, Wilton, Calif.; www.signaturepress.com; (800) 305-7942; 8½ x 11 in.; hardcover; 156 pages; $55.00.

DVD's

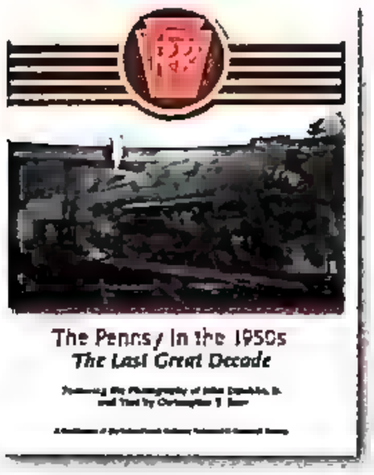
In the mid-1950's, Warren Scholl set out to record Norfolk & Western steam operations, and this DVD is an entertaining compilation of his 8mm color films. The Y-class Mallets and other big engines are the stars, but smaller locomotives are covered as well. What makes this show especially fascinating is that it captures more than locomotives: We see rolling stock and operations (including a rare scene of a crew poling a car to move it), and many wide views show the surroundings, including yards and cities and such details as bridges, signs, roads, and vehicles. Well-done narration provides information on the locations, locomotives, and trains.—*J.W.*

Norfolk & Western Steam Freights. Greg Scholl Video Productions, Batavia, Ohio; www.gregscholivideo.com; (513) 732-0666; DVD; 60 minutes; $29.95.

This entertaining and thorough program about the Northwestern Pacific, first offered on VHS in 1991, is now available on DVD with an expanded menu. It amply covers the road's history and operations through still photos, black-and-white and color movies, detailed maps, and thorough narration. Segments showcase the NWP's narrow-gauge operations, ferry service, electric and steam equipment, the Petaluma swing bridge (with a nice in-the-cabin segment), the 1964 Eel River flood, the *Redwood* passenger train, and the last run to Sausalito in '71. This is an enjoyable and entertaining look at a historic railroad.—*J.W.*

Rails to the Redwood Empire. Catenary Video Productions, Harriman, N.Y.; www.catenaryvideo.com; (800) 343-5540; DVD; 104 minutes; $34.95.

Books



This fine album of color photos by John Dziobko shows the Pennsylvania Railroad during a sad but fondly recalled period. As Christopher Baer points out in a lengthy, insightful introductory essay, behind the scenes in the 1950's the PRR was falling to pieces, but it still had the look of the imperial power that once led the industry. Nearly all the photos are from New Jersey and Pennsylvania, where the PRR was at its most impressive. There are plenty of train and locomotive pictures, as well as photos of structures, cars, and facilities.—*Robert S. McGonigal*

The Pennsy in the 1950s: The Last Great Decade, photos by John Dziobko Jr., text by Christopher T. Baer. Pennsylvania Railroad Technical & Historical Society, P.O. Box 460, Glenmoore, PA 19343; 8½ x 11 in.; hardcover; 128 pages; $66.00.

New Jersey holds many fascinating pieces of early railroad history. This book traces the state's earliest railroads and first steam locomotives from the early 1800's through today's freight and commuter lines. Along with a region-by-region look at the railroads themselves, the book provides biographies of dozens of pioneers in the industry. Also examined are relics still visible today, including structures, museums, and rights of way that are now trails. With 110 black-and-white photos and illustrations, many from the 19th century, this pleasant read covers its subject well.—*J.W.*

Railroads of New Jersey, by Lorett Treese. Stackpole Books, Mechanicsburg, Pa.; www.stackpolebooks.com; (717) 796-0412; 6 x 9 in.; softcover; 228 pages; $19.95.

These books examine the various classes of Southern Railway steam locomotives in passenger and freight service, sorted by wheel arrangement. Author Curt Tillotson Jr., provides a detailed summary of each engine class (and sometimes of individual units), then explains how and why each class was developed, how successful it was, and provides a history of how and where the locomotives were used. Both volumes are amply illustrated with black-and-white photographs (160 in volume 1, 118 in volume 2), with a handful of color images in the passenger volume. Fans and modelers of the Southern's handsome steam power will certainly enjoy these books.—*J.W.*

Southern Railway Steam Trains, Vol. 1: Passenger, and Vol. 2: Freight, by Curt Tillotson Jr. TLC Publishing, Lynchburg, Va.; www.tlcrailroadbooks.com; (434) 385-4076; Vol. 1: 123 pages; Vol. 2: 107 pages; 8½ x 11 in.; hardcover; $24.95 each.

Calendars

After a one-year hiatus, Charles E. Ditlefsen, of the long-running but now defunct Cedco line of wall calendars, has re-entered the field with a dozen railroad titles for 2007. Following the Cedco formula, the new offerings feature one color image per month. Titles are: *Southern Pacific; Pennsylvania Railroad; Santa Fe; Rio Grande Southern; Howard Fogg's Trains; Ted Rose: Images of Railroading; Colorado Narrow Gauge; Canadian Trains; American Streetcars; Midwest Traction; Red Cars, Yellow Cars: The Streetcars of Los Angeles;* and *Charles Ditlefsen's Trains.* With such a wide range of topics, chances are most railfans will find at least one of these calendars of interest.—*R.S.M.*

Charles Ditlefsen/Mill Valley Licensing calendars, Tide-mark Press Ltd., Windsor, Conn.; www.tidemarkpress.com; (800) 338-2508; 13½ x 21½ inches (opened for display); $13.95 each.

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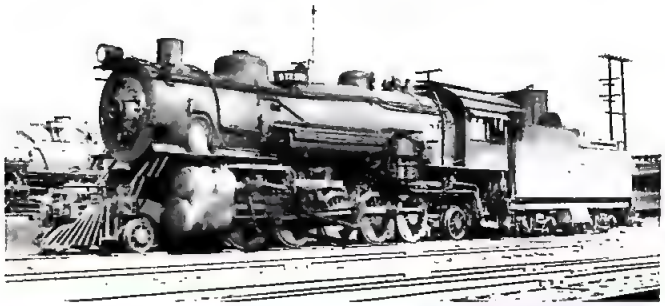
An improbable 2-10-2 revival

Chinese imports return a long-dormant wheel arrangement to the active list



CLASSIC TRAINS collection

Marvin Nielson

Robert S. McGonigal

Santa Fe's first 2-10-2's (top left) were essentially Decapods with a trailing truck. Missabe 514 (above left, at Iron Junction, Minn., on September 29, 1962) was the last active 2-10-2 in the U.S. QJ's 6988 and 7081, newest steam engines in the land, pass through Davenport on the Iowa Interstate with a fantrip for Muscatine on September 17, 2006.

The 2-10-2 or Santa Fe type was one of the dominant steam locomotive wheel arrangements of the 20th century. Between 1903, when the Atchison, Topeka & Santa Fe commissioned the first ones, and 1931, when the Reading Company received the last examples, some 2,200 of the heavy freight engines were built for North American service. That's twice the number of 4-8-4 Northerns constructed, and three-and-a-half times the total for the 2-8-4 Berkshire. Yet, unlike those other two types, the 2-10-2 is underrepresented among preserved steam locomotives.

Only eight Santa Fe types survived the scrapper's torch: Duluth, Missabe & Iron Range No. 502 (Baldwin, 1916), now at the Museum of Transportation, St. Louis; DM&IR No. 506 (Brooks, 1919), National Railroad Museum, Green Bay, Wis.; Canadian National No. 4008 (Brooks, 1919), Rainy River, Ont.; CN No. 4100 (Canadian Locomotive Co., 1924), Canadian Railway Museum, Delson, Que.; AT&SF No. 940 (Burnham, Williams & Co., 1903), Bartlesville, Okla.; Texas & New Orleans (SP) No. 975 (Brooks, 1918), Illinois Railway Museum, Union, Ill.; T&NO (SP) No. 982 (Baldwin, 1922), Union Station/Minute Maid Park, Houston, Texas; and Union Pacific No. 5511 (Baldwin, 1923), UP engine house, Cheyenne, Wyo.

Though powerful, 2-10-2's tended to be slow, heavy, hard on track, and old (they peaked in popularity around 1920), and so were not good candidates for restoration. So after Missabe No. 514 dropped its fire following a September 29, 1962, fantrip, it seemed unlikely that we would ever again see a live Santa Fe on this continent.

Yet, thanks to the motive-power policies of a developing nation half a world away and to the outside-the-box thinking of the head of an international railroad holding company, the unlikely became fact this past September. When China's JiTong Railway finally dieselized recently, a number of QJ-class 2-10-2's, some built in the late 1980's, became available. Thinking there might be a market in this country for such relatively new steam power, Henry Posner III, chairman of Railroad Development Corp., which operates eight railroads on four continents, bought two QJ's and moved them to the U.S.

The engines—Nos. 6988 (built 1985) and 7081 (1986)—arrived at RDC's Iowa Interstate Railroad in late June, broke in on IAIS freights in early September, and made their public debut on a series of excursions out of Rock Island, Ill., September 14-17. Minneapolis-based Friends of the 261 provided crews and cars, which the group ferried down to the Quad Cities behind its Milwaukee Road 4-8-4. The resultant gathering in Rock Island of three big engines in steam was a spectacle not seen since Railfair '99 at the California State Railroad Museum in Sacramento. The QJ's doubleheaded on trips to Iowa City and Homestead (on the Iowa Interstate) on the 15th and Muscatine and Fruitland, Iowa, (Iowa, Chicago & Eastern) on the 17th, and *tripleheaded* with the 261 to Bureau, Ill., (IAIS) on the 16th.

No. 261's presence enabled a comparison of U.S. and Chinese big steam. There were many similarities, as the QJ's were based on a Soviet 2-10-2 design which was derived from American-built 10-coupled engines of 1930-31. By U.S. standards, the QJ's are not especially large, with an engine weight of 293,000 pounds (vs. 460,000 for the 261).

Perhaps the most striking aspect of the QJ's is their position on the ladder of steam locomotive evolution relative to the 261, which was built by Alco in 1944. Commenting on the imports' relative lack of sophistication despite their youth, one 261 crewman observed, "The QJ's are 40 years newer than the 261, but 20 years older."

Nevertheless, the QJ's are free steamers with tight running gear, powerful yet light on their feet. Whether RDC finds buyers for them or keeps them for its own use, it seems the 2-10-2 type is back for a while.—*Rob McGonigal*

Don Wood

Don Wood, 74, one of the greatest photographic chroniclers of the final years of steam, died June 30 of cancer at home in Matawan, N.J. Born in Newark, Wood was a photographer for Bell Labs, but is revered in rail circles for his photos of steam and early diesels on the PRR, CNJ, B&O, NKP, CN, and CP. His coverage of the New York & Long Branch, last bastion of PRR's K4s Pacifics, is an indispensable part of the steam record. Wood's photos have been widely published in books and magazines, especially TRAINS. He had one byline in CLASSIC TRAINS ["Pennsy K4 Swan Song," Summer 2000] but many photos, including the centerspread of our Summer 2006 issue. In 2002, the Pennsylvania Railroad Historical & Technical Society honored Wood, and he received the Railway & Locomotive Historical Society's photography award. His negatives will go to the Railroad Museum of Pennsylvania.

Bruce R. Meyer

Bruce R. Meyer, 70, a 40-year Electro-Motive Division marketing employee and a prolific black-and-white rail photographer in the late 1950's and early '60's, died of cancer at his Western Springs, Ill., home June 29. He took his first rail photos about 1953, concentrating on IC steam, and later sought out steam on the B&O, NKP, N&W, PRR, DM&IR, CN, and CP. Meyer contributed many photos to TRAINS, drawings and EMD diagrams to MODEL RAILROADER, and later, material for books and magazines published by his friend Bob Hundman. He was the subject of a "Great Photographers" article in our Spring 2003 issue.

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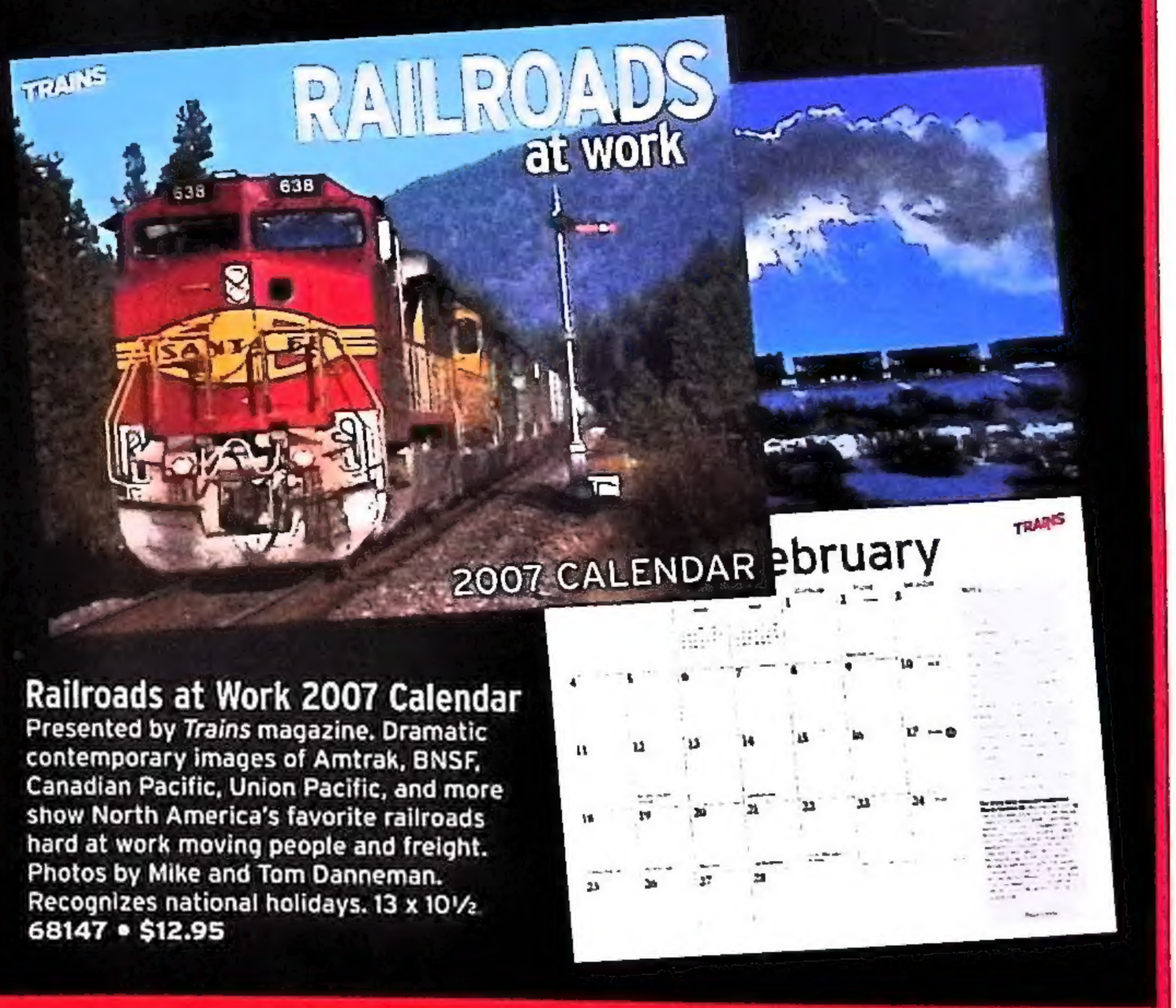

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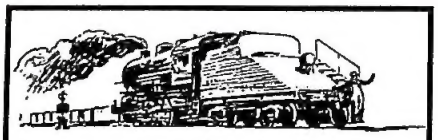

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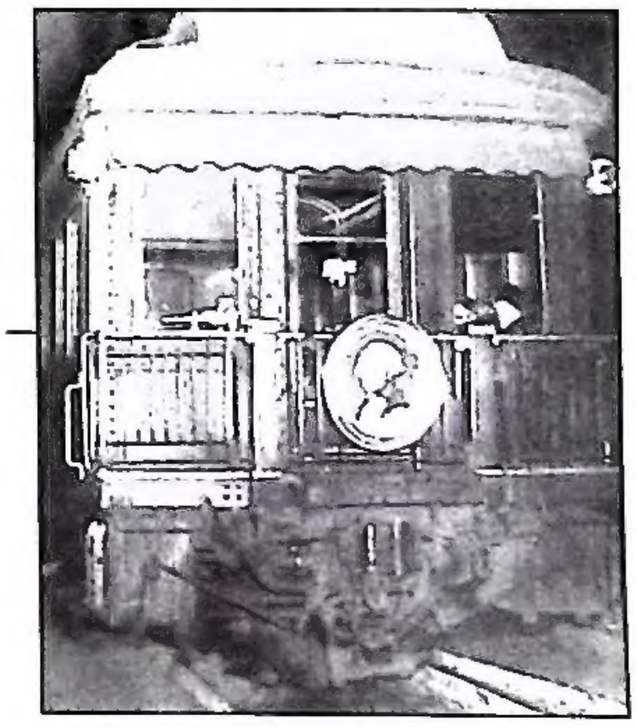

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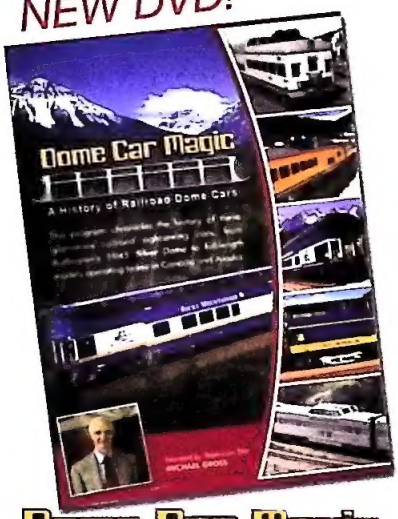

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